



Harvest Landing Retail Center & Business Park Project

SCH No. 2024080337

Draft Environmental Impact Report

Prepared For
City of Perris
101 N D Street
Perris, CA 92570

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1. Executive Summary

This Draft Environmental Impact Report (EIR) evaluates the environmental effects that may result from the construction and operation of the Harvest Landing Retail Center and Business Park Project (proposed Project). This EIR has been prepared in conformance with State and City of Perris environmental policy guidelines for the implementation of the California Environmental Quality Act (CEQA).

This Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with Section 15087 and Section 15105 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). During the 45-day review period, the Draft EIR will be available for public review at the City of Perris website:

<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>

Written comments related to environmental issues in the Draft EIR should be addressed to:

City of Perris
Development Services Department
135 North D Street
Perris, CA 92570
Attn: Albert Armijo

Email: aarmijo@CityofPerris.org

A Notice of Availability of the Draft EIR was published concurrently with distribution of this document.

1.1 PROJECT LOCATION

The Project site is located within the central portion of the City of Perris. The City of Perris is located within Riverside County, approximately 24 miles south of Downtown San Bernardino, 35 miles east of Irvine, and 62 miles southeast of downtown Los Angeles. Regional access to the site is provided via Interstate 215 (I-215) and State Route 74 (SR-74). Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the site from regional and local perspectives.

The Project site includes approximately 358.28 acres and is generally bounded by I-215 to the west, Perris Boulevard to the east, Nuevo Road to the south, and Placentia Avenue to the north. The Project site includes the current Harvest Landing Specific Plan area and parcels proposed to be annexed into the Specific Plan. The proposed amended Specific Plan area consists of two phase areas and an overlay area.

1.2 PROJECT DESCRIPTION SUMMARY

The currently adopted Harvest Landing Specific Plan is a land-use guiding document providing for residential, business, commercial, and open space uses for an area of 341.1 gross acres. The Project includes a Specific Plan Amendment to annex three parcels to the Specific Plan Area and designating them as MBU (APNs 305-060-042, 305-060-036, and 305-060-037) and add a Multiple Business Use (MBU) Overlay to APN 305-060-038, increasing the total Specific Plan area to 358.28 acres. In addition, the Specific Plan Amendment is proposed to change the existing land use plan of the Specific Plan area to replace residential uses with Multiple Business and Commercial uses.

The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio within the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris Commercial Community General Plan land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed floor area ratio within the Multiple Business designation from 0.35 to 0.75, which would be consistent with the City of Perris Light Industrial General Plan land use designation. The proposed Phase 1 development would include a 139.89-acre business park with one parcel hub, three high cube warehouses, and three light industrial buildings totaling 1,727,579 square feet; a 22.16-acre community shopping center with a major retail building and eight retail pads totaling 250,457 square feet; and a 24.33-acre commercial big box retail site with a new 167,050-square-foot, free-standing big box discount store with a 12-pump gas station and two approximately 5,500 square foot fast food restaurants. The maximum feasible buildout of the entire Specific Plan, based on the submitted development applications for commercial and industrial uses within the Phase I sites, would be 5,735,535 square feet of MBU uses and 428,507 square feet of commercial uses.

1.3 PROJECT OBJECTIVES

The Harvest Landing Specific Plan Amendment has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts. The Project objectives are designed to ensure the Project develops a quality industrial and commercial development. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- Amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the City of Perris by enhancing the community's available range of employment generating uses.
- Provide additional retail and dining opportunities for residents and visitors within the City of Perris.
- Develop an underutilized property located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan Area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.

1.4 SUMMARY OF ALTERNATIVES

Section 6.0, *Alternatives*, of this EIR analyzes a range of reasonable alternatives to the proposed Project. The alternatives that are analyzed in detail in Section 6.0 are summarized below.

Alternative 1, No Project/No Development: This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (August 9, 2024).

Alternative 2, No Project/Buildout of the Existing Harvest Landing Specific Plan: This alternative consists of the Project not being approved, and the existing Harvest Landing Specific Plan land use designations being developed. This Alternative would include development of approximately 1,860 residential units, 1,306,582 square feet of MBU development, and approximately 43.6 acres of recreation and open space uses. Areas outside of the existing Specific Plan would maintain their existing General Plan land use designations and zoning designations but would not be developed as part of this Alternative. This Alternative would not include a Specific Plan Amendment, General Plan Amendment, or Zone Change.

Alternative 3, Reduced Project Alternative: This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage developed. Based on a reasonable reduction in development intensity, this alternative assumes a 50 percent reduction in all building square footages in Phase 1 and no development within the Phase 2 area. Therefore, this alternative would develop the 187.43-acre Phase 1 area with approximately 863,789 square feet of MBU uses and approximately 214,253 square feet of commercial retail uses. The 122.68-acre Phase 2 area would remain undeveloped and vacant. No MBU overlay would be added to Val Verde Elementary School. This alternative would include a reduced amount of parking compared to what is needed by the Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change, but would not annex any parcels into the Harvest Landing Specific Plan.

Alternative 4, Phase 2 Residential Alternative: Based on comments received on the Notice of Preparation and during the Scoping Meeting, it was inferred that Planning Commissioners and City residents wanted an EIR alternative that included a portion of the Specific Plan Area as residential. This alternative consists of development of Phase 1 in a manner consistent with the proposed Project. However, a portion of the Phase 2 area would not be subject to the Specific Plan Amendment so Phase 2 buildout would include development of Phase 2 west of Indian Avenue with MBU uses and development of the area east of Indian Avenue with approximately 615 dwelling units pursuant to the existing Harvest Landing Specific Plan designations. Therefore, this alternative would include development of approximately 3,403,877 square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. As with the Project, the entire 358.28-acre developable portion of the site would be developed. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change.

1.5 SUMMARY OF IMPACTS

Table 1-1 summarizes the conclusions of the environmental analysis contained in this Draft EIR. The level of significance of impacts after the proposed mitigation measures are applied are identified as significant and unavoidable, less than significant, and no impact. Section 7.0, *Effects Not Found Significant*, establishes that the proposed Project would not result in impacts related to certain thresholds from Appendix G of the CEQA Guidelines including Mineral Resources and Wildfire. Thus, no further assessment of those impacts was required in the Draft EIR. Therefore, the numbering of impacts shown in Table 1-1 reflects the omission of further evaluation for certain thresholds.

Relevant standard conditions of approval and regulatory requirements are identified, and mitigation measures are provided for all potentially significant impacts.

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Table 1-1: Summary of Impacts

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.1 Aesthetics				
Impact AES-1: Would the Project have a substantial adverse effect on a scenic vista?		Less than significant	None required	Less than significant
Impact AES-2: Would the Project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway?		No impact	None required	No impact
Impact AES-3: Would the Project, in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage point), or in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality?		Less than significant	None required	Less than significant
Impact AES-4: Would the Project create a new source of substantial light or glare which would adversely affect day and nighttime views in the area?		Potentially significant	Mitigation Measure AES-1: Construction Lighting. Prior to issuance of grading permits, the Project developer(s) shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.2 Agriculture and Forestry Resources				
Impact AG-1: Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?		No impact	None required	No impact
Impact AG-2: Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?		No impact	None required	No impact
Impact AG-3: Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?		No impact	None required	No impact
Impact AG-4: Would the Project result in the loss of forest land or conversion of forest land to non-forest use?		No impact	None required	No impact
Impact AG-5: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?		No impact	None required	No impact
Cumulative		No impact	None required	No impact

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.3 Air Quality				
Impact AQ-1: Would the Project conflict with or obstruct implementation of the applicable air quality plan?		Potentially significant	<p>Mitigation Measure AQ-1: Super-Compliant Low VOC. Project construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by South Coast AQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.</p> <p>Mitigation Measure AQ-2: Tier 4 Final. The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor’s office and shall furnish documents to the Lead Agency or</p>	Significant and unavoidable

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>other regulators, upon request. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce particulate emissions.</p> <p>Mitigation Measure AQ-3: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the Lead Agency and posted on the construction site prior to issuance of a demolition permit.</p> <p>Mitigation Measure AQ-4: Project construction plans and specifications shall require that during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.</p> <p>Mitigation Measure AQ-5: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled, if such equipment is widely available and economically feasible, pursuant to CARB's particulate matter filter requirements.</p> <p>Mitigation Measure AQ-6: The Project construction plans and specifications shall require the Project Applicant/Developer/Contractor provide information on transit and ridesharing programs and services to construction employees.</p> <p>Mitigation Measure AQ-7: The Project construction plans and specifications shall require that the Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.</p> <p>Mitigation Measure AQ-8: Idling Regulations. The Project plans</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to “neutral” or “park”, and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager, South Coast AQMD and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.</p> <p>Mitigation Measure AQ-9: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 percent carpool parking spaces at each building for employees and the public to use.</p> <p>Mitigation Measure AQ-10: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the City of Perris Planning Division verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.</p> <p>Mitigation Measure AQ-11: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>electronic message board space for coordination rides.</p> <p>Mitigation Measure AQ-12: The City occupancy permitting shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2014 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.</p> <p>Mitigation Measure AQ-13: The Project plan and specifications shall include that the Project Applicant/Developer shall construct electric truck charging infrastructure within truck parking areas consisting of infrastructure (i.e., conduit) to support future installation of charging stations when such trucks are commercially available, as reasonably determined by the City of Perris Planning Division. Conduit shall be provided proportional to parking</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>spaces at a ratio of conduit for one charging station for every 10 truck parking spaces for all buildings developed within the MBU designation. Additionally, the Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project for all buildings developed within the MBU designation.</p> <p>Mitigation Measure AQ-14: The Project plans and specifications shall require that the Project install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the Project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards. The entire roof of the office section of each industrial building shall be designed to support solar installations, generating enough energy to meet 100% of the office's energy needs.</p> <p>Mitigation Measure AQ-15: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>all Project lease agreements require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p> <p>Mitigation Measure AQ-16: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure all Project lease agreements require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.</p> <p>Mitigation Measure AQ-17: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure all Project lease agreements require that all landscape equipment used to maintain the landscaping within the Project site shall be electric, and that Project plans support use of electrical landscaping equipment.</p> <p>Mitigation Measure AQ-18: Prior to certificate of occupancy, the Project Applicant shall post signs at every truck exit driveway</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>providing directional information to the truck route.</p> <p>Mitigation Measure AQ-19: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB- approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.</p> <p>Mitigation Measure AQ-20: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that Project Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy.</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?		Potentially significant	Mitigation Measures AQ-1 through AQ-20. As listed previously.	Significant and unavoidable
Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?		Potentially significant	<p>Mitigation Measures AQ-8 through AQ-20. As listed previously.</p> <p>Mitigation Measure AQ-21: The Project shall incorporate at least one of the following measures, applicable to the Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue:</p> <ul style="list-style-type: none"> The Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue shall be developed such that a minimum 1,000-foot setback between building loading docks and the residential development east of Barrett Avenue is incorporated. If the Specific Plan Overlay is not being redeveloped as part of Phase 2 development, a 1,000-foot setback shall be incorporated between building loading docks and Val Verde Elementary School as well. Diesel-powered trucks shall be restricted from accessing the Phase 2 parcel located 	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>east of Indian Avenue and west of Barrett Avenue. Trucks accessing this parcel shall be electric-, hydrogen-, or natural gas-powered.</p> <ul style="list-style-type: none"> Once site plans are available for Phase 2, a site specific HRA shall be prepared demonstrating that the Phase 2 development would not exceed South Coast AQMD significance thresholds. If the site-specific HRA determines that the Phase 2 development would not exceed South Coast AQMD significance thresholds, the first two measures of this Mitigation Measure shall not apply. 	
Impact AQ-4: Would the Project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?		Less than significant	None required	Less than significant
Cumulative		Potentially significant	Mitigation Measures AQ-1 through AQ-21. As listed previously	Significant and unavoidable

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.4 Biological Resources				
<p>Impact BIO-1: Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?</p>		Potentially significant	<p>Mitigation Measure BIO-1: Nesting Bird Survey. Site preparation activities (such as ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).</p> <p>If site preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating</p>	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>ests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.</p> <p>The pre-activity field surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three (3) days prior to the initiation of Project site preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.</p> <p>If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season.</p> <p>If active nests are located during the pre-activity field survey, the Project biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Project biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.</p> <p>Mitigation Measure BIO-2: Preconstruction Burrowing Owl Survey & Burrowing Owl Plan. The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for burrowing owls within 30 days prior to commencement of construction activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering). The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey (Mitigation Measure BIO-1), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>the Riverside Conservation Authority (RCA), United States Fish and Wildlife Service (FWS), and California Department of Fish and Wildlife (CDFW). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. An additional preconstruction survey for resident burrowing owls within three days prior to commencement of construction shall also be conducted. The pre-construction survey and any relocation activity shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP.</p> <p>If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the Project biologist and Project proponent shall coordinate with the City of Perris Planning Division, the FWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>consultation with the CDFW and the FWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the Western Riverside County MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and FWS review and concurrence. A final letter report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>prior to the start of Project activities. When the Project biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.</p> <p>If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately within a 500-foot radius. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the FWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact BIO-2: Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		Potentially significant	Mitigation Measure BIO-3: Establishment of Onsite Drainage Feature. Prior to issuance of grading permits within the Phase 1 area, the Applicant shall obtain required permits from the California Department of Fish and Wildlife (1601-1603 Streambed Alteration Permits) and Santa Ana Regional Water Quality Control Board (401 Permit). In response to the requirements associated with these permits, a Mitigation Plan shall be developed by a qualified biologist and submitted to these agencies. The Mitigation Plan shall require mitigation at a ratio of 2:1 (0.5-acre) through onsite establishment of herbaceous riparian habitat within the Phase 2 development area, or, if such credits become available, purchase of mitigation credits at a ratio of 2:1.	Less than significant
Impact BIO-3: Would the Project have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?		No impact	None required	No impact

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact BIO-4: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		Potentially significant	Mitigation Measure BIO-1: Nesting Bird Survey. As listed previously.	Less than significant
Impact BIO-5: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		No impact	None required	No impact
Impact BIO-6: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?		Potentially significant	Mitigation Measure BIO-2: Preconstruction Burrowing Owl Survey & Burrowing Owl Plan. As listed previously. Mitigation Measure BIO-3: Establishment of Onsite Drainage Feature. As listed previously	Less than significant
Cumulative		Potentially significant	Mitigation Measure BIO-1: Nesting Bird Survey. As listed previously. Mitigation Measure BIO-2: Preconstruction Burrowing Owl Survey & Burrowing Owl Plan. As listed previously. Mitigation Measure BIO-3: Establishment of Onsite Drainage Feature. As listed previously	Less than significant
5.5 Cultural Resources				
Impact CUL-1: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>Impact CUL-2: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>		Potentially significant	<p>Mitigation Measure CUL-1: Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred).</p> <p>The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the Project archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the Project archaeologist has been approved by the City.</p> <p>The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the Project</p>	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>proponent/developer, property owner, and the City of Perris in a timely manner. The Project archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.</p> <p>The Project proponent/developer shall also enter into an agreement with either the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, or the Agua Caliente Band of Cahuilla Indians for a tribal representative (observer/monitor) to work along with the Project archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The tribal representative shall be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The tribal</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the tribal representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.</p> <p>The agreement between the proponent/developer and the tribe shall include, but not be limited to:</p> <ul style="list-style-type: none"> • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist; • Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and 	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<ul style="list-style-type: none"> The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. <p>The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.</p> <p>In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the Project archaeologist.</p> <p>If any Native American artifacts are identified when the tribal representative is not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and tribal representative will be notified. The designated tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and Project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.</p> <p>Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.</p> <p>Once grading activities have ceased and/or the Project archaeologist, in consultation with the designated tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.</p> <p>A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, and the tribe(s) involved with the Project.</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact CUL-3: Would the Project disturb any human remains, including those interred outside of formal cemeteries?		Potentially Significant	<p>Mitigation Measure CUL-2: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).</p> <p>If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or</p>	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).</p> <p>The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Coastal Information Center.</p>	
Cumulative		Potentially significant	<p>Mitigation Measure CUL-1: As listed previously.</p> <p>Mitigation Measure CUL-2: Human Remains. As listed previously.</p>	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.6 Energy				
Impact ENE-1: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		Less than significant	None required	Less than significant
Impact ENE-2: Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.7 Geology and Soils				
Impact GEO-1i: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?		No impact	None required	No impact
Impact GEO-1ii: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?		Less than significant	None required	Less than significant
Impact GEO-1iii: Would the Project directly or indirectly cause potential substantial adverse effects, including seismic-related ground failure, including liquefaction?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact GEO-1iv: Would the Project directly or indirectly cause potential substantial adverse effects, including landslides?		No impact	None required	No impact
Impact GEO-2: Would the Project result in substantial soil erosion or the loss of topsoil?		Less than significant	None required	Less than significant
Impact GEO-3: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?		Less than significant	None required	Less than significant
Impact GEO-4: Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?		Less than significant	None required	Less than significant
Impact GEO-5: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?		No impact	None required	No impact

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact GEO-6: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		Potentially significant	<p>Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional paleontologist (or his or her trained paleontological representative) to be on-site for any project-related excavations. Selection of the Project paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the off-site project improvement areas until the Project paleontologist has been approved by the City.</p> <p>Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The Project paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Project paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Project</p>	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.</p> <p>Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.</p> <p>A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.</p>	
Cumulative		Potentially significant	Mitigation Measure PAL-1: Paleontological Monitoring. As listed previously.	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.8 Greenhouse Gas Emissions				
<p>Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?</p>		Potentially significant	<p>Mitigation Measures AQ-1 through AQ-20. As listed previously.</p> <p>Mitigation Measure GHG-1: The Project plans and specifications shall require that, prior to receipt of occupancy permits, separate recycling bins shall be provided within each commercial/industrial building and large external recycling collection bins shall be provided at central locations in the commercial and industrial land uses for collection truck pickup. In addition, the Project shall provide a commercial recycling/composting program that provides a minimum 50 percent diversion of waste for the commercial land uses. In addition, the Project shall provide an industrial recycling program that provides a minimum 60 percent diversion of waste for the industrial land uses.</p> <p>Mitigation Measure GHG-2: The Project landscape plans and specifications shall require that drought tolerant low-water landscaping and trees be installed throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers.</p>	Significant and unavoidable

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>Mitigation Measure GHG-3: The Project plans and specifications shall require that the Project shall implement a Water Conservation Strategy and demonstrate a minimum 20 percent reduction in indoor and outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Prior to the issuance of building permits for the Project, the Project applicant shall provide building plans that could include the following water conservation measures:</p> <ul style="list-style-type: none"> • Install low-water use appliances and fixtures • Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces • Implement water-sensitive urban design practices in new construction • Install rainwater collection systems <p>Mitigation Measure GHG-4: The Project plans and specifications shall require that all development within the MBU areas shall achieve certification of compliance or demonstrate equivalency with</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>LEED Silver building standards. Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Perris demonstrating that each development is designed to achieve energy efficient buildings equivalent to LEED Silver building standards with the following design criteria options:</p> <ul style="list-style-type: none"> • Five percent of all parking spaces shall have Level 2 or Level 3 charging capacity. • Ten percent of all parking spaces shall have EV-ready conduit. • Building envelopes insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs. • Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less SHGC. • All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance. • All heating/cooling ducting within the commercial and industrial buildings shall be 	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>insulated with R6 or greater insulation.</p> <ul style="list-style-type: none"> • All heating and cooling equipment shall be ERR 14/78 percent AFUE, or 7.7 HSPF levels of efficiency or greater. • All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0.72 Energy Factor or greater. • Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts. • All appliances within the commercial and industrial land uses shall be energy star rated appliances. <p>All water fixtures shall be water efficient (toilets/urinals [1.5 GPM or less], showerheads [2.0 GPM or less], and faucets [1.28 GPM or less]).</p> <p>Mitigation Measure GHG-5: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on</p>	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards. The entire roof of the office section of each industrial building shall be designed to support solar installations; and, once the building tenant has been identified, solar panels shall be installed in order to generate enough energy to meet 100% of the building office's energy needs.	
Impact GHG-2: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		Potentially significant	<p>Mitigation Measures AQ-1 through AQ-20. As listed previously.</p> <p>Mitigation Measures GHG-1 through GHG-5. As listed previously.</p>	Significant and unavoidable
Cumulative		Potentially significant	<p>Mitigation Measures AQ-1 through AQ-20. As listed previously.</p> <p>Mitigation Measures GHG-1 through GHG-5. As listed previously.</p>	Significant and unavoidable
5.9 Hazards and Hazardous Materials				
Impact HAZ-1: Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HAZ-2: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		Less than significant	None required	Less than significant
Impact HAZ-3: Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?		Potentially significant	Mitigation Measures AQ-8 through AQ-21. As listed previously.	Less than significant
Impact HAZ-4: Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, create a significant hazard to the public or the environment?		Less than significant	None required	Less than significant
Impact HAZ-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?		Less than significant	None required	Less than significant
Impact HAZ-6: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HAZ-7: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.10 Hydrology and Water Quality				
Impact HYD-1: Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?		Less than significant	None required	Less than significant
Impact HYD-2: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?		Less than significant	None required	Less than significant
Impact HYD-3i: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in a substantial erosion or siltation on- or off-site?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HYD-3ii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?		Less than significant	None required	Less than significant
Impact HYD-3iii: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?		Less than significant	None required	Less than significant
Impact HYD-3iv: Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?		Less than significant	None required	Less than significant
Impact HYD-4: In flood hazard, tsunami, or seiche zones, would the Project risk release of pollutants due to Project inundation?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact HYD-5: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.11 Land Use and Planning				
Impact LU-1: Would the Project physically divide an established community?		No impact	None required	No impact
Impact LU-2: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.12 Noise				
Impact NOI-1: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		Potentially significant	None feasible	Significant and unavoidable
Impact NOI-2: Would the Project result in generation of excessive groundborne vibration or groundborne noise levels?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-3: For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?		Less than significant	None required	Less than significant
Cumulative		Potentially significant	None feasible	Significant and unavoidable
5.13 Population and Housing				
Impact POP-1: Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?		Less than significant	None required	Less than significant
Impact POP-2: Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.14 Public Services				
Impact PS-1: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered fire service facilities, need for new or physically altered fire service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services?		Less than significant	None required	Less than significant
Impact PS-2: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered police service facilities, need for new or physically altered police service facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services?		Less than significant	None required	Less than significant
Impact PS-3: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, need for new or physically altered school facilities, the construction of which could cause significant environmental impacts?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact PS-4: Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered park and recreational facilities, need for new or physically altered park facilities, the construction of which could cause significant environmental impacts?		Less than significant	None required	Less than significant
Impact PS-5: Would the Project result in substantial adverse physical impacts associated with the provision of other new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant
5.15 Recreation				
Impact REC-1: Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?		Less than significant	None required	Less than significant
Impact REC-2: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.16 Transportation				
Impact TRA-1: Would the Project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?		Less than significant	None required	Less than significant
Impact TRA-2: Would the Project conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<p>Sidewalks. The Project applicant includes sidewalks along Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Daniela Way, and Private Drive A, as specified in Section 3.0, <i>Project Description</i>.</p> <p>Bicycle Facilities. The Project includes bicycle lanes along Indian Avenue, Orange Avenue, and Barrett Avenue, as specified in Section 3.0, <i>Project Description</i>.</p> <p>Bus Facilities. The Project includes the construction of a bus stop along the Commercial component of the Specific Plan along Perris Boulevard. Bus stop plans shall be submitted to the RTA and City Planning Division for review and approval.</p>	Potentially significant	<p>Mitigation Measure TR-1: Voluntary Commute Trip Reduction Program. For tenants with less than 250 employees, the tenant shall implement a Voluntary Commute Trip Reduction Program, which shall encourage alternative modes of transportation, such as carpooling. The Voluntary Commute Trip Reduction Program would encourage employers to track and report employee commute data and provide resources to support participation in commute reduction efforts, without mandatory compliance or penalties. The Voluntary Commute Trip Reduction Program would be fulfilled through implementation of one or more of the following measures:</p> <ul style="list-style-type: none"> • Implement Commute Trip Reduction Marketing. This measure would ensure that employees are informed about available transportation options, thereby maximizing participation in the Voluntary 	Significant and unavoidable

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<p>Commute Trip Reduction programs and contributing to the reduction of traffic congestion.</p> <ul style="list-style-type: none"> • Provide Ridership Program. This measure would provide transit passes or other incentives to employees, encouraging the use of public transportation. Given the scale of employment in the Business Park phases, this program is expected to reduce vehicle use and lower VMT. • Implement Subsidized or Discounted Transit Program. This measure involves offering subsidized or discounted transit passes to employees. By reducing the cost of public transportation, it aims to increase its use among employees, thereby decreasing single-occupancy vehicle trips and contributing to a reduction in vehicle miles traveled (VMT). • Provide End-of-Trip Bicycle Facilities. End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting. 	

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
			<ul style="list-style-type: none"> • Provide Employer-Sponsored Vanpool. This measure would support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases. <p>Mitigation Measure AQ-11. As listed previously.</p>	
Impact TRA-3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?		Less than significant	None required	Less than significant
Impact TRA-4: Would the Project result in inadequate emergency access?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
5.17 Tribal Cultural Resources				
Impact TCR-1: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?		Potentially significant	Mitigation Measure CUL-1: As listed previously. Mitigation Measure CUL-2: Human Remains. As listed previously.	Less than significant
Impact TCR-2: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		Potentially significant	Mitigation Measure CUL-1: As listed previously. Mitigation Measure CUL-2: Human Remains. As listed previously.	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Cumulative		Potentially significant	Mitigation Measure CUL-1: As listed previously. Mitigation Measure CUL-2: Human Remains. As listed previously.	Less than significant
5.18 Utilities and Service Systems				
Impact UT-1: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		Less than significant	None required	Less than significant
Impact UT-2: Would the Project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?		Less than significant	None required	Less than significant
Impact UT-3: Would the Project result in a determination by the wastewater treatment provider, which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?		Less than significant	None required	Less than significant

Impact	Applicable Standard Conditions or Project Design Features	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Impact UT-4: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		Less than significant	None required	Less than significant
Impact UT-5: Would the Project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?		Less than significant	None required	Less than significant
Cumulative		Less than significant	None required	Less than significant

2. Introduction

This Draft Environmental Impact Report (EIR) is an informational document that evaluates the environmental effects that may result from the planning, construction, and operation of the proposed Harvest Landing Retail Center & Business Park Project (Project), which requires approval of a Specific Plan Amendment, General Plan Amendment, Zone Change, Development Plan Review, Tentative Tract Map, Conditional Use Permit, and Development Agreement Amendment(s). The term “Project” includes all discretionary and administrative approvals and permits required for its implementation.

2.1 PURPOSE OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that all State and local governmental agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. The Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) provide the following information regarding the purpose of an EIR:

- **Project Information and Environmental Effects.** An EIR is an informational document that will inform public agency decision makers and the public generally of the potential significant environmental effect(s) of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information that may be presented to the agency (CEQA Guidelines Section 15121(a)).
- **Standards for Adequacy of an EIR.** An EIR should be prepared with a sufficient degree of analysis to enable decision makers to make an intelligent decision that takes into account environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and a good faith effort at full disclosure (CEQA Guidelines Section 15151).

As a public disclosure document, the purpose of an EIR is not to recommend either approval or denial of a project, but to provide information regarding the physical environmental changes that would result from an action being considered by a public agency to aid in the agency’s decision-making process.

2.2 LEGAL AUTHORITY

This Draft EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code Section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15000 et seq.).

Pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367, the City of Perris is the Lead Agency for the Project under whose authority this Draft EIR has been prepared. “Lead Agency” refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before taking action on any approvals for the Project, the City of Perris has the obligation to: (1) ensure that this Draft EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this Draft EIR as part of its decision-making process; (3) make a statement that this Draft EIR reflects the City of Perris’ independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or Project alternatives identified in this Draft EIR are infeasible and citing the specific

benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines Sections 15090 through 15093).

Pursuant to CEQA Guidelines Sections 15040 through 15043, and upon completion of the CEQA review process, the City of Perris will have the legal authority to do any of the following:

- Approve the Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project, if necessary, in order to avoid one or more significant effects on the environment that would occur if the Project was approved as proposed; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City of Perris makes a fully informed and publicly disclosed decision that: (1) there is no feasible way to lessen the effect or avoid the significant effect; and (2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

2.3 ENVIRONMENTAL IMPACT REPORT PROCESS

There are variations in EIRs as they are tailored to different situations and intended uses. Due to the series of actions required for the Project, this Draft EIR has been prepared as a “Program EIR,” defined by CEQA Guidelines Section 15168. As there is also a development component to the Project, project-level analysis has been provided pursuant to CEQA Guidelines Section 15161. This Draft EIR meets the content requirements discussed in CEQA Guidelines Article 9, beginning with CEQA Guidelines Section 15120.

2.3.1 Notice of Preparation

Pursuant to the requirements of CEQA, the City of Perris issued a Notice of Preparation of a Draft EIR for the Project, which was distributed on August 9, 2024, for a public review period of 30 days through September 9, 2024. The purpose of the Notice of Preparation was to solicit early comments from public agencies with expertise in subjects that are discussed in this Draft EIR and to solicit comments from the public regarding potential Project environmental impacts. As provided in the Notice of Preparation, the City of Perris determined through the initial review process that impacts related to the following topics are potentially significant and required a detailed level of analysis in this Draft EIR.

- | | |
|--------------------------------------|---------------------------------|
| • Aesthetics | • Hydrology and Water Quality |
| • Agriculture and Forestry Resources | • Land Use and Planning |
| • Air Quality | • Noise |
| • Biological Resources | • Population and Housing |
| • Cultural Resources | • Public Services |
| • Energy | • Recreation |
| • Geology and Soils | • Transportation |
| • Greenhouse Gas Emissions | • Tribal Cultural Resources |
| • Hazards and Hazardous Materials | • Utilities and Service Systems |

The Notice of Preparation requested members of the public and public agencies to provide input on the scope and content of environmental impacts that should be included in the Draft EIR being prepared. Comments received on the Notice of Preparation are included in EIR Appendix A and are summarized in Table 2-1, which also includes a reference to the Draft EIR sections in which issues raised in the comment letters are addressed.

Table 2-1: Summary of Notice of Preparation Comment Letters

Comment Letter and Comment	Relevant Draft EIR Sections
State and Local Agencies	
California Department of Justice, August 15, 2024	
This letter states that warehouse developments have the potential to result in environmental impacts to the surrounding communities, especially related to air quality, noise, and transportation. The letter provides a warehouse best practices document for reference during air quality, noise, and transportation analyses.	Air Quality, Noise, Transportation
California Native American Heritage Commission, August 16, 2024	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of Assembly Bill (AB) 52 and Senate Bill (SB) 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the Native American Heritage Commission's recommendations for conducting cultural resources assessments.	Cultural Resources, Tribal Cultural Resources
Riverside County Airport Land Use Commission, August 20, 2024	
The letter states that the proposed Project site is located within zone C2 of the 2014 March Air Reserve Base/Inland Port Airport Compatibility Plan. The majority of entitlements are exempt from the airport compatibility plan due to the existence of a prior Statutory Development Agreement. If the existing Development Agreement is amended through the Specific Plan process, the Specific Plan may require Airport Land Use Commission review.	Hazards and Hazardous Materials, Noise
Southern California Association of Governments, August 29, 2024	
The letter states that the Draft EIR should analyze consistency with Connect SoCal 2024 Vision and Goals, Key Elements, and Regional Growth Forecasts. SCAG staff recommends reviewing the Connect SoCal 2024 Program EIR for guidance when drafting the proposed Project Draft EIR.	Air Quality, Land Use and Planning, Population and Housing, Transportation
Riverside County Flood Control and Water Conservation District, August 30, 2024	
This letter states that the Riverside County Flood Control and Water Conservation District has reviewed the Project Notice of Preparation. The District states that the Project site is within the Perris Valley Drainage Plan; thus, applicable fees must be paid if the Project proposes the construction of impervious surface area. In addition, an encroachment permit is required for any construction within the Flood Control District right-of-way or Perris Valley Master Drainage Plan Line J and Interim Placentia Avenue. The letter states that mitigation would be required in the event that the proposed storm drain connect would exceed the capacity of the existing facilities. The Flood Control District also provided general information related to project approvals that are not specifically directed at the Project. The Flood Control District states that projects that impact a natural watercourse or floodplain would be required to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife, a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, and/or Clean Water Act Section 401 Water Quality Certification from the local California Regional Water Quality Control Board. The letter states that the Project may require a National Pollutant Discharge Elimination System (NPDES) permit prior to the issuance of grading permits. In addition, projects within a Federal Emergency Management Agency mapped floodplain would require additional	Project Description, Biological Resources, Hydrology and Water Quality, Utilities and Service Systems

Comment Letter and Comment	Relevant Draft EIR Sections
approvals, such as a Conditional Letter of Map Revision and a Letter of Map Revision.	
Riverside County Transportation and Land Management Agency, September 5, 2024	
The letter states that the County Transportation Department requests to be included in the transmittal of the Draft EIR when it becomes available. The letter requests that the Draft EIR analyze the potential impacts and mitigation measures on any County roadways and intersections using the Transportation Analysis Guidelines found on the County website.	Transportation
CAL FIRE, September 5, 2024	
The letter states that implementation of the proposed Project is expected to impact the fire department's ability to provide an acceptable level of service by adding to the workload of the nearest fire stations. Cal Fire requests that the Draft EIR address any impacts to the fire departments levels of service and provide mitigation for any impacts found.	Public Services
Perris Elementary School District, September 6, 2024	
The letter expresses concern over the increased diesel fuel emissions that students and parents would be exposed to, in addition to the increase in traffic and safety concerns.	Air Quality, Greenhouse Gases, Transportation
South Coast Air Quality Management District, September 9, 2024	
<p>This letter requests that the South Coast Air Quality Management District (AQMD) receive a copy of the Draft EIR upon its completion, including all technical appendices related to air quality, health risk, and greenhouse gas emissions and electronic versions of all emission calculation spreadsheets, air quality modeling, and health risk assessment input and output files. The South Coast AQMD recommends that the Lead Agency use the South Coast AQMD's CEQA Air Quality Handbook and website as guidance when preparing air quality and greenhouse gas analyses and use the California Emissions Estimator Model for emissions modeling. The South Coast AQMD recommends all emissions be calculated and compared to the South Coast AQMD's regional pollutant thresholds and localized significance thresholds. The letter states that the South Coast AQMD should be identified as a Responsible Agency if the Project requires a permit from the South Coast AQMD. The South Coast AQMD is concerned about potential health risk impacts of siting warehouses within close proximity of sensitive land uses and the area surrounding the Project site has an estimated cancer risk of over 308 in one million based on the MATES V Carcinogenic Risk interactive map.</p> <p>The letter states that if the Project results in significant air quality impacts, the Draft EIR should analyze mitigation measures and lists the following possible measures for consideration:</p> <ul style="list-style-type: none"> • Requiring zero-emissions or near-zero emissions on-road haul trucks • Limit the daily number of trucks allowed to numbers levels analyzed in the EIR • Provide EV charging stations or electrical infrastructure for future EV charging stations • Maximize use of solar energy by installing solar arrays • Use light colored roofing and paving materials • Utilize only Energy Star appliances • Use of water based or low VOC cleaning products that go beyond requirements of South Coast AQMD Rule 1113 • Clearly mark truck routes with signs so trucks will not travel next to or near sensitive land uses 	Project Description, Air Quality, Energy, Greenhouse Gas Emissions

Comment Letter and Comment	Relevant Draft EIR Sections
<ul style="list-style-type: none"> Design the Project so that truck entrances and exits are not facing sensitive receptors Design the Project so that any check-in point for trucks is inside project boundaries to ensure no trucks are queuing outside Design the Project so that any truck traffic inside the Project is located as far away from sensitive receptors as possible Provide overnight truck parking inside the Project <p>The letter states that the South Coast AQMD has adopted Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program, and Rule 316 – Fees for Rule 2305, which will reduce regional and local emissions of nitrogen oxides and particulate matter, including diesel particulate matter. The South Coast AQMD recommends that the Lead Agency review Rule 2305 to determine the potential WAIRE Points Compliance Obligation for future operators and explore whether additional project requirements and CEQA mitigation measures can be identified and implemented at the proposed Project that may help future warehouse operators meet their compliance obligation.</p>	
Organization Comments	
Center for Community Action and Environmental Justice, August 13, 2024	
<p>This letter expresses concern over the development of industrial uses in Phase 2 near sensitive receptors and any issues regarding sensitive receptors should be addressed and mitigated in the Draft EIR. The letter states that the Draft EIR should identify how the Project would meet both VMT and multimodal methods of LOS including bicyclists, pedestrians, and transit users. The letter states the Project should proposed truck traffic to be prohibited from Barrett Avenue, Perris Boulevard, or any other road east of Indian Avenue.</p>	<p>Project Description, Air Quality, Transportation</p>
Inland Valley Alliance for Environmental Justice, August 21, 2024	
<p>This letter states that the Draft EIR should take into consideration the cumulative effects the Project would have related to air quality, noise, light pollution, traffic, and housing.</p>	<p>Project Description, Aesthetics, Air Quality, Noise, Transportation</p>
IDS Real Estate Group, September 6, 2024	
<p>The letter states that IDS Real Estate Group owns the approximately 28.5-acre site located directly north of the Project site across Placentia Avenue. The letter states that the Draft EIR should consider impacts related to the potential sensitive receptors that would be allowed in the Phase 2 development under the MBU designation. The letter states that the Draft EIR carefully consider the location of the replacement housing sites that are required pursuant to the Housing Crisis Act of 2019. The letter requests the Draft EIR to discuss the status and scope of the Mid-County Parkway within the Project area and the potential environmental impacts of the Project and the proposed Mid-County Parkway.</p>	<p>Project Description, Air Quality, Noise, Transportation</p>
CARE CA, September 9, 2024	
<p>This letter provides a summary of the Project description and the purpose of an EIR. The letter states that CARE CA requests a complete analysis of all identified impacts, imposition of all feasible mitigation, and a study of a reasonable range of alternatives. The letter states that the Draft EIR should clearly discuss assumptions regarding the type of warehouse use to ensure that impacts are comprehensively evaluated. The letter states the Project would bring in truck traffic which would result in health impacts and the City should ensure that air quality impacts are properly disclosed. The letter states that the City should incorporate modern</p>	<p>Project Description, Air Quality</p>

Comment Letter and Comment	Relevant Draft EIR Sections
technology in the mitigation measures to ensure they are effective and enforceable. The letter states that CARE CA looks forward to reviewing future environmental documents.	
Perris Neighbors in Action, September 9, 2024	
This letter states that the City should require the proposed Project to have net zero emissions and the Draft EIR should address the impact of excluding the maximum alternative energy capabilities compared to full scale use of clean electricity. The letter states that Draft EIR should utilize Project specific truck trips, taking into consideration the distance from the Project site to the Port of Los Angeles. The letter states that the EIR should analyze a worst-case scenario of the maximum allowed high-cube warehouse cold storage uses given that the warehouse are speculative and include mitigation for trucks with Transport Refrigeration Units (TRUs). The Draft EIR should include an assessment of the cancer and health risks associated with the construction of the proposed Project. The Draft EIR must explore rigorous emissions mitigation, beyond the bare minimum, in order to comply with AB 617 and to ensure that the Project does not disproportionately impact the already disadvantaged communities and analyze the direct impact on the low-income Val Verde Elementary School the Project would have on the health and development of the children cumulatively with the other nearby warehouses. The Draft EIR should take into consideration the onsite soils potential contamination due to the historical agricultural uses onsite. The Draft EIR should also provide a comparative analysis between the original Harvest Landing Specific Plan and the proposed Project. The Draft EIR should analyze compliance with SB 330 and the relocation of housing units due to implementation of the proposed Project. The Draft EIR should analyze the potential noise effects on nearby sensitive receptors and provide mitigation to prevent noise impacts from affecting those residing in the area. The Draft EIR should identify the potential uses within the Phase 2 MBU area. The Draft EIR should accurately present the potential job generation from the proposed Project with updated sources and analyze the loss of potentially higher paying jobs associated with the original Specific Plan as well as the impacts on warehouse employees not having air conditioning.	Project Description, Air Quality, Hazards and Hazardous Materials, Land Use and Planning, Noise, Population and Housing, Transportation
Individuals	
Dietra Carter, August 15, 2024	
This letter states that the Draft EIR should analyze potential health impacts from development of warehouses.	Air Quality
Gray, August 18, 2024	
This letter states the proposed Project would result in increased traffic, air pollution, and result in the displacement of housing and school aged children.	Air Quality, Population and Housing, Public Services, Transportation
Ramon Espinoza, August 19, 2024	
The letter states that the Draft EIR should analyze the potential effects of construction of the proposed Project as well as the loss of residential zoning on the Project site.	Air Quality, Land Use and Planning
Erick Felix, August 20, 2024	
This letter states that the City of Perris does not need any more warehouses and the Project should be built according to the original Specific Plan.	Alternatives
Elissa Curiel, August 21, 2024	

Comment Letter and Comment	Relevant Draft EIR Sections
This letter states that the City of Perris does not need any more warehouses that would result in health impacts and increased traffic and the Project should be built according to the original Specific Plan.	Air Quality, Transportation
Jose Quintero Jr., August 21, 2024	
This letter states that the City should limit further development of warehouses.	Project Description
Susana Sanchez-Valenzuela, August 21, 2024	
This letter states that the proposed Project would result in increased respiratory illness, increased traffic, and displacement of elementary school children. The City does not need more box warehouses and the City Council should focus on building libraries, gardens, and theaters.	Air Quality, Population and Housing, Public Services, Transportation

2.3.2 Public Scoping Meeting

Pursuant to Section 15082(c)(1) of the CEQA Guidelines, the City of Perris hosted a Draft EIR public scoping meeting for members of the public and public agencies to provide input as to the scope and content of the environmental information and analysis to be included in the Draft EIR for the Project. A Draft EIR scoping meeting was held on August 21, 2024, at 6:00 p.m. at 135 North D Street, Perris, CA 92570.

Table 2-2: Public Scoping Meeting Comments

Comment	Section
Dwayne Hammond, Perris Planning Commission	
The Planning Commission Chairman requests that the Draft EIR analyzes compliance with SB 330 and the loss of residential zoning. The Chairman requested the Draft EIR to include a comparative analysis for air quality and GHG impacts between the proposed Project and the original Specific Plan. The Chairman also requested clarity on what uses would be proposed in the Phase 2 development and an analysis of the increased use of heavier vehicles on nearby roadways.	Population and Housing, Recreation, Utilities and Service Systems, Alternatives
Jack Shively, Perris Planning Commission	
The Planning Commission Vice-Chairman asked for the Draft EIR to analyze using the proposed WQMP area as a recreational/cultural enrichment area. The Vice-Chairman requested the analysis of the aesthetic impacts from the proposed Project on views from the I-215, the Project's strain on public utilities, and the loss of recreational spaces compared to the original Specific Plan.	Recreation, Utilities and Service Systems
Guadalupe Gomez, Perris Planning Commissioner	
The Planning Commissioner requests that the Applicant team complete additional community outreach meetings. The Planning Commissioner requested that the Draft EIR analyze the heat effects of the large increase of cement structures on site. The Planning Commissioner also stated that the Draft EIR should include an analysis of the buildout of the existing Specific Plan as well as a no buildout option, the Project's impacts on the City of Perris	Project Description, Air Quality, Greenhouse Gas Emissions, Population and Housing, Public Services, Alternatives

Comment	Section
General Plan Housing Element, and the potential impacts to road surfaces due to the increase in trucks onsite.	
Elizabeth Jimenez, Perris Planning Commission	
The Planning Commissioner requests that the Draft EIR includes an alternative that only includes commercial development with no MBU area. The Planning Commissioner requested the analysis of worst-case scenario idling at all Project trailer stalls, and an alternative that includes buildout of the existing Specific Plan. The Planning Commissioner also requested Phase 2 to be analyzed as if the elementary school would remain in place including the cumulative GHG, Transportation, Air Quality, Noise, and heat island effect, and aesthetic impacts on the school. The Planning Commissioner requested that the Draft EIR include an analysis of the impacts on access to recreational spaces, the VMT associated with relocating the school, and including GHG emissions from trucks accessing the site that are not following the California Emissions Standards.	Project Description, Air Quality, Greenhouse Gas Emissions, Population and Housing, Transportation, Alternatives
Isaac Lopez, Perris Planning Commission	
The Planning Commissioner requests that the Draft EIR analyze the impacts of closing and relocating Val Verde Elementary School.	Project Description, Air Quality, Greenhouse Gas Emissions, Public Services, Transportation
Michelle Buenrostro	
This commenter stated that the Draft EIR should analyze the loss of potential affordable housing onsite as well as the loss of recreational facilities.	Population and Housing, Recreation
Nanette Plascencia	
This commenter stated that the Draft EIR should analyze social and economic impacts of the proposed Project, the loss of recreational space, noise impacts on nearby residences, the loss of housing in the City, a Project alternative with no proposed warehouses, safety impacts due to the increased traffic, and the aesthetic impacts from the proposed warehouses.	Aesthetics, Noise, Population and Housing, Transportation, Alternatives
Emily Munoz	
This commenter stated that the Draft EIR should analyze Project impacts on Val Verde Elementary School as a sensitive receptor, the loss of housing onsite, and the Project's impact on the area's infrastructure.	Air Quality, Noise, Population and Housing, Utilities and Service Systems
Joaquin Castilletos	
This commenter stated that the Draft EIR should analyze the Project's transportation and GHG impacts from Project construction and operation, cumulative impacts to the surrounding Project area, air quality impacts, the increase in truck trips, the removal of the elementary school, and the loss of green/recreation space.	Project Description, Air Quality, Greenhouse Gas Emissions, Recreation, Transportation
Alfonzo Gonzales Toribio	

Comment	Section
This commenter stated that the proposed Project would result in the loss of Mexican Ranching Culture.	Cultural Resources
Guadalupe Lara	
This commenter stated that the Draft EIR should analyze the Project's air quality impacts, the Project's impacts to the local schools, and a comparison between the existing Specific Plan and the proposed Project.	Air Quality, Public Services, Alternatives
Hiram Carabazo	
This commenter stated that the Draft EIR should analyze an alternative that is exclusively commercial with no warehouses and analyze the nearby sensitive residences.	Air Quality, Noise, Alternatives
Victoria Camarena	
This commenter stated that the Applicant team should do additional outreach with the community. This commenter stated that the Draft EIR should analyze the potential impacts to staff and students at Val Verde Elementary School, air quality impacts on nearby residences, traffic impacts on nearby roadways, and the impacts on property value to the existing housing in the area. The commenter also stated the Project should utilize native plants in its landscaping.	Project Description, Air Quality, Transportation, Public Services
Luella Sanchez	
This commenter stated that the Draft EIR should analyze impacts to the unhoused residents in the City.	Population and Housing

2.3.3 Draft EIR

Topics requiring a detailed level of analysis that are evaluated in this Draft EIR have been identified based upon the responses to both the Notice of Preparation and a review of the Project by the City of Perris. Pursuant to CEQA Guidelines Section 15125.5(a) which states, "An EIR shall identify and focus on the significant effects on the environment," the City of Perris determined that Project impacts on the below topics would not be significant. Consequently, these topics are not analyzed in this Draft EIR, but are further discussed in Section 7.0, *Effects Found Not Significant*.

- Mineral Resources
- Wildfire

The City of Perris has filed a Notice of Completion with the Governor's Office of Land Use and Climate Innovation State Clearinghouse, indicating that this Draft EIR has been completed and is available for public review and comment. The Project requires a General Plan Amendment; thus, the Project meets the definition of a project of statewide, regional, or areawide significance pursuant to Section 15206 of the CEQA Guidelines and is subject to noticing requirements accordingly. A Notice of Availability of the Draft EIR was published concurrently with distribution of this Draft EIR. The Draft EIR is being circulated for review and comment by the public and other interested parties, agencies, and organizations for 45 days in accordance with CEQA Guidelines Sections 15087 and 15105. During the 45-day review period, the Draft EIR is available for public review digitally on the City of Perris' website at (<https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review>) and physically at the following location:

City of Perris Planning Division
135 North D Street
Perris, CA 92570

Written comments related to environmental issues in the Draft EIR should be addressed to:

Albert Armijo, Project Planner
City of Perris Planning Division
135 North D Street
Perris, CA 92570
Email: aarmijo@cityofperris.org

2.3.4 Final EIR

Upon completion of the 45-day review period, written responses to all comments related to the environmental issues in the Draft EIR will be prepared and incorporated into a Final EIR. The written responses to comments will be made available at least 10 days prior to the public hearing at which the certification of the Final EIR will be considered by the City of Perris City Council. These comments, and their responses, will be included in the Final EIR for consideration by the City of Perris, as well as other responsible and trustee agencies per CEQA. The Final EIR may also contain corrections and additions to the Draft EIR and other information relevant to the environmental issues associated with the Project. The Final EIR will be available for public review prior to its certification by the City of Perris. Notice of the availability of the Final EIR will be sent to all who comment on the Draft EIR.

2.4 ORGANIZATION OF THIS DRAFT EIR

This Draft EIR is organized into the following sections. To help the reader locate information of interest, a brief summary of the contents of each chapter is provided.

- **Section 1, Executive Summary:** This section provides a brief summary of the Project area, the Project, and alternatives. This section also provides a summary of the potential environmental impacts and mitigation measures, proposed project design features, applicable regulatory requirements, and the level of significance after implementation of the mitigation measure. The level of significance after implementation of the proposed mitigation measure(s) will be characterized as either *less than significant* or *significant and unavoidable*.
- **Section 2, Introduction:** This section provides an overview of the purpose and use of the EIR, the scope of this Draft EIR, a summary of the legal authority for the Draft EIR, a summary of the environmental review process, and the general format of this document.
- **Section 3, Project Description:** This section provides a detailed description of the Project, its objectives, and a list of Project-related discretionary actions.
- **Section 4, Environmental Setting:** This section provides a discussion of the existing conditions within the Project area.
- **Section 5, Environmental Impact Analysis:** This section is divided into sub-sections for each environmental impact area. Each section includes a summary of the existing statutes, ordinances, and regulations that apply to the environmental impact area being discussed; the analysis of the Project's direct and indirect environmental impacts on the environment, including potential cumulative impacts that could result from the Project; applicable existing regulations or proposed project design features that could reduce potential impacts; and feasible mitigation measures that would reduce or eliminate the significant adverse impacts identified. Impacts that cannot be mitigated to *less than significant* levels are identified as *significant and unavoidable*.

- **Section 6, Other CEQA Considerations:** This section summarizes the significant and unavoidable impacts that would occur from implementation of the Project. Additionally, this section provides a discussion of various CEQA-mandated considerations including growth-inducing impacts and the identification of significant irreversible changes that would occur from implementation of the Project. In addition, this section provides a discussion of impacts found not to be significant.
- **Section 7, Effects Found Not Significant:** This section summarizes the potential environmental effects related to the Project that were determined not to be significant during preparation of this Draft EIR.
- **Section 8, Alternatives:** This section describes and analyzes a reasonable range of alternatives to the Project. The CEQA-mandated No Project Alternative is included along with alternatives that would reduce one or more significant effects of the proposed Project. As required by the CEQA Guidelines, the environmentally superior alternative is also identified.
- **Section 9, EIR Preparers and Persons Contacted:** This section lists authors of the Draft EIR and City staff that assisted with the preparation and review of this document. This section also lists other individuals and/or organizations that were contacted for information that is included in this Draft EIR document.

2.5 INCORPORATION BY REFERENCE

CEQA Guidelines Section 15150 allows for the incorporation “by reference all or portions of another document... most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand.” The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of this Draft EIR. Where this Draft EIR incorporates a document by reference, the document is identified in the body of the Draft EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this Draft EIR.

The Project site is within the geographical limits of the City of Perris and is covered by the City of Perris General Plan. The City of Perris General Plan was approved by the City on April 26, 2005, and provides the fundamental basis for the City’s land use and development policies. The City of Perris General Plan was the subject of an environmental review under CEQA, and a Program EIR for the General Plan was certified by the City in 2005 (State Clearinghouse Number 2004031135). The Program EIR contains information relevant to the Project. The City of Perris General Plan and General Plan Program EIR is available for public review digitally on the City of Perris’ website at <https://www.cityofperris.org/departments/development-services/general-plan>.

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3. Project Description

Consistent with the requirements of CEQA Guidelines Section 15124, this section provides a description of the:

1. Project's location and boundaries;
2. Project's statement of objectives;
3. Project's technical, economic, and environmental characteristics; and
4. Discretionary approvals and permits required for implementation of the Project.

A "Project," as defined by CEQA Guidelines Section 15378(a), means the following:

[T]he whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and that is ... An activity directly undertaken by any public agency including but not limited to public works construction and related activities clearing or grading of land ... enactment and amendment of zoning ordinances, and the adoption and amendment of local General Plans or elements thereof pursuant to Government Code Sections 65100-65700.

The environmental analysis prepared for the Project is divided into two components. The first component is a programmatic review of the buildout of the proposed Harvest Landing Specific Plan Amendment ("Specific Plan Amendment"). The second component is a project-level review of the development of the 186.38-acre Phase 1 portion of the Specific Plan Amendment ("Phase 1 Development").

1. Specific Plan Amendment. The current Harvest Landing Specific Plan ("Specific Plan") is a land-use guiding document for the development of residential, business, commercial, and open space uses consisting of 341.1 gross acres. The Specific Plan Amendment proposes to annex three parcels into the Specific Plan area and provide an overlay on an adjacent parcel, increasing the total Specific Plan area to 358.28 acres. In addition, the Specific Plan Amendment proposes to change the existing land use plan to replace the residential uses with multiple business and commercial uses. Buildout of the Specific Plan Amendment would include development of Phase 1 and Phase 2. There are no site-specific plans for the 122.68-acre Phase 2 development at this time. Development of Phase 2 would likely be sporadic and dependent on market conditions. Additional detail on the Specific Plan and the proposed Specific Plan Amendment are provided below.
2. Opening Year Development of Phase 1 of the Specific Plan ("Phase 1 Development"). The Applicant is proposing to develop the Phase 1 area of the Specific Plan with a 139.89-acre business park, 22.16-acre community shopping center, 24.33-acre commercial big box retail store, a 12.91-acre water quality basin, and 36.5 acres of roadway improvements. Additional details on the Phase 1 Development are provided below.

3.1 EXISTING HARVEST LANDING SPECIFIC PLAN

In 2011, the City of Perris City Council adopted the Harvest Landing Specific Plan, which is a master-planned community, including residential, recreation, and general business and commercial land uses on approximately 341 acres in western Perris. Further, the City Council certified the Harvest Landing Specific Plan EIR (SCH Number 2006011029). As approved, the Specific Plan allows for the development of 169.5 acres of residential uses (1,860 units), 88.5 acres of business uses (1,306,582 square feet), 39 acres of roads and drainage/detentions areas, and 44 acres of open space amenities, including a lake, parks, recreation center, and paseos. Since then, a 7.26-acre portion of the Specific Plan within the southern portion

of the Specific Plan area was removed in order to construct a commercial center and the remainder of the Specific Plan area has remained undeveloped.

The City of Perris City Council approved the first amendment to the Harvest Landing Specific Plan on September 25, 2012. Specific Plan Amendment No. 1 modified Table 12.0-1, Land Use Restrictions to clarify allowable industrial land uses particularly related to storage in Airport Potential Zone 1 (APZ-1).

The second Specific Plan Amendment was approved by the City Council on November 27, 2012. Specific Plan Amendment No. 2 updated all graphics to reflect the street vacation of Nance Street and Markham Street between Redlands Avenue and the Perris Valley Storm Channel. This amendment also reflects the street vacation and General Plan Amendment (GPA 12-02-0001) to the City of Perris General Plan Circulation Element for the removal of Harley Knox Boulevard from Redland Avenue to the Perris Valley Storm Channel.

3.2 PROJECT LOCATION

The Project site is located within the central portion of the City of Perris. The City of Perris is located within Riverside County, approximately 24 miles south of downtown San Bernardino, 35 miles east of Irvine, and 62 miles southeast of downtown Los Angeles. Regional access to the site is provided via Interstate 215 (I-215) and State Route 74 (SR-74). Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, show the site from regional and local perspectives.

The Project site includes approximately 358.28 acres and is generally bounded by I-215 to the west, Perris Boulevard to the east, Nuevo Road to the south, and Placentia Avenue to the north. The Project site includes the current Harvest Landing Specific Plan (Specific Plan) area and three parcels proposed to be annexed into the Specific Plan.

The proposed amended Specific Plan area consists of two phase areas and an overlay area, which include the Assessor's Parcel Numbers (APNs) listed in Table 3-1.

Table 3-1: Specific Plan Assessor's Parcel Numbers

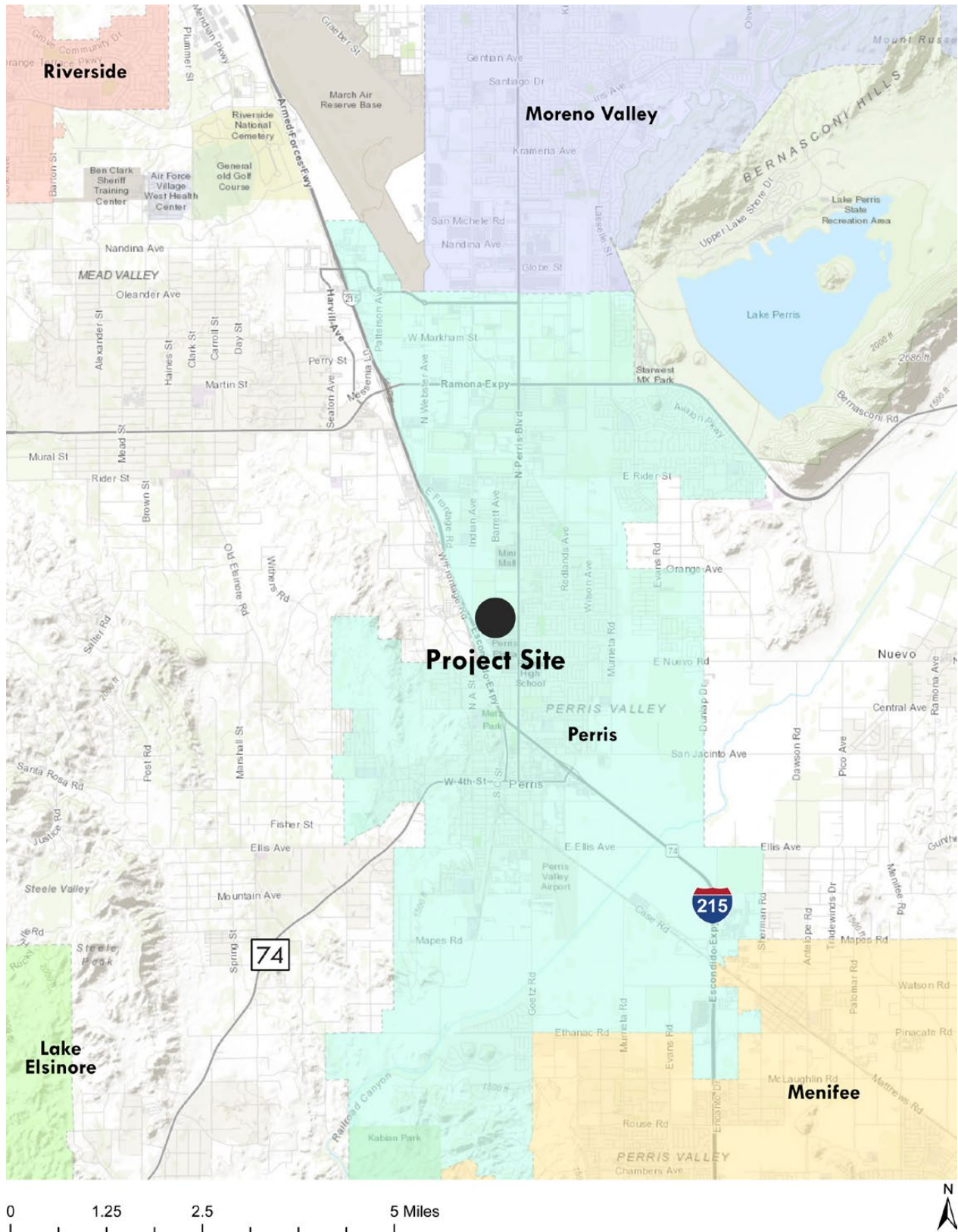
Phase 1 Assessor's Parcel Numbers	Phase 2 Assessor's Parcel Numbers	Overlay Area Assessor's Parcel Numbers
305-100-028, -008, -009	305-060-036, -037, -042	305-060-038
305-110-001 through -007, -015, -016, -021 through -027, -032 through -035	305-070-004, -007, -008	
305-120-004 through -008, -020 through -026	305-090-015, -016, -017, -018, -019, -026, -028, -030, -032, -055 through -059	
305-130-001 through -006, -009		
305-140-012, -024 through -027, -031, -032, -034, -040, -041, -049, -050, -052 through -061		
305-160-001, -002, -003, -022 through -030		
305-170-018		
305-190-014, -019, -020, -028 through -031, -033		
305-220-011, -013, -018, -020, -021, -023, -028, -031, -038, -059, -060, -061, -062		

3.3 EXISTING CONDITIONS

The Project site includes two single-family residences, remnants of two previously demolished residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The City of Perris General Plan land use designations for the properties within the Project site include Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P). The Harvest Landing Specific Plan establishes the zoning for the properties within the existing Specific Plan boundaries. The existing zoning designations under the Specific Plan include Community Recreation (CRC), Detention Basin (DB), Harvest Lake (HL), Harvest Landing Sports Park (SP), Multiple Business Use (MBU), High Residential (H), Medium High Residential (MH), Medium Residential (M), Low Residential (L), Park (HLP), and Commercial Community (CC). The existing zoning designations for the proposed annexation parcels are Light Agricultural (A1) and Public (P). Additional information about the Project site and setting are provided in Draft EIR Section 4.0, *Environmental Setting*.

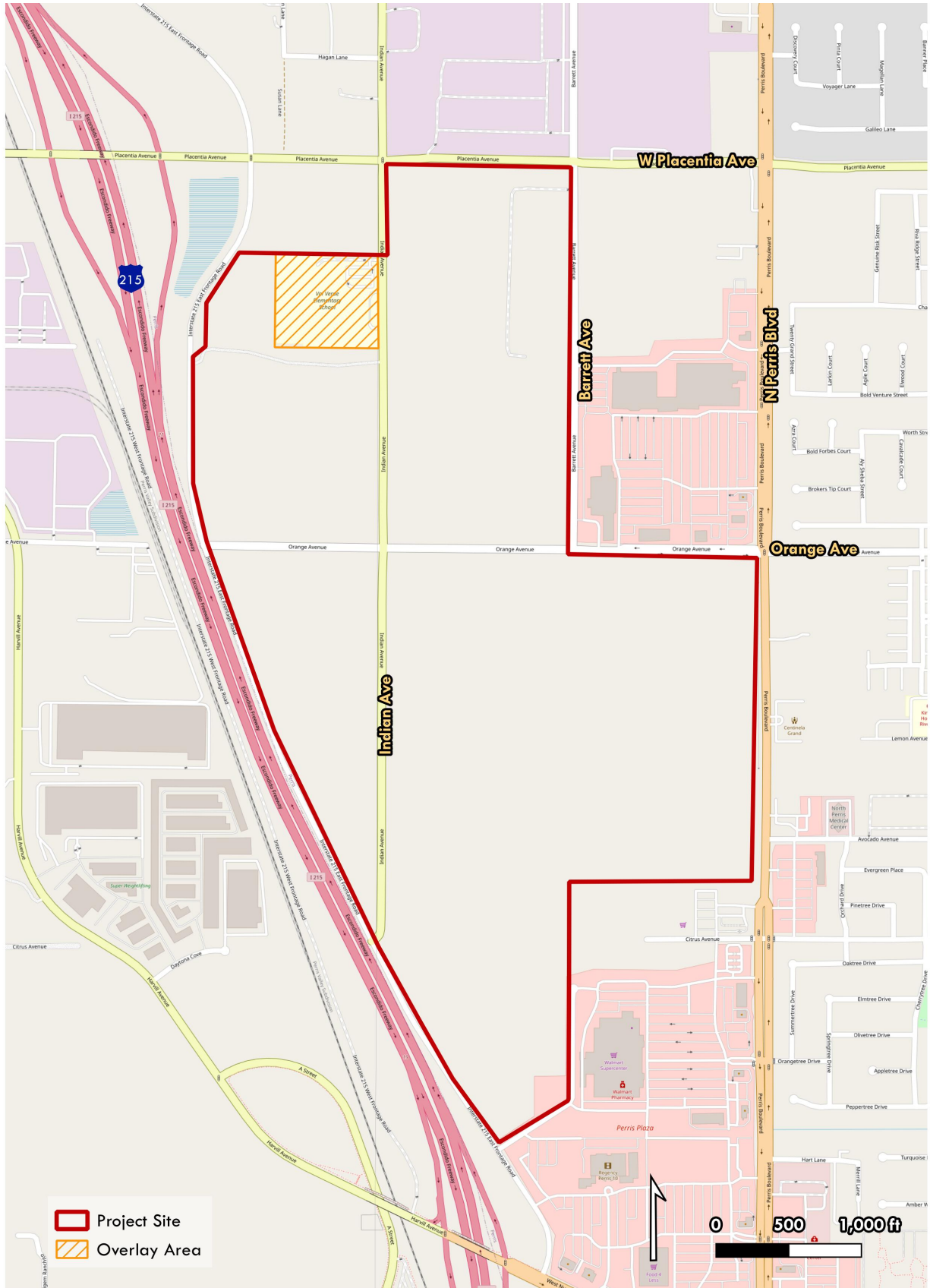
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Regional Location



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Local Vicinity



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 3-2

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Aerial View



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 3-3

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Existing Harvest Landing Specific Plan



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3.4 PROJECT OBJECTIVES

The Harvest Landing Retail Center & Business Park Project (proposed Project) has been proposed to meet a series of Project-specific objectives that have been crafted to aid decision makers in their review of the Project and its associated environmental impacts pursuant to Section 15124(b) of the CEQA Guidelines. The Project objectives are designed to include the underlying purpose of the Project. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- Amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the City of Perris by enhancing the community's available range of employment generating uses.
- Provide additional retail and dining opportunities for residents and visitors within the City of Perris.
- Develop an underutilized property located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.

3.5 DESCRIPTION OF THE PROJECT

3.5.1 Specific Plan Amendment

The currently adopted Harvest Landing Specific Plan is a land-use guiding document providing for residential, business, commercial, and open space uses for an area of 341.1 gross acres, as shown on Figure 3-4, *Existing Harvest Landing Specific Plan*. The Project includes a Specific Plan Amendment (Amendment No. 3) to annex three parcels (totaling 5.54 acres) to the Specific Plan area and designate them as MBU (APNs 305-060-042, 305-060-036, and 305-060-037) and to add an MBU overlay to APN 305-060-038 (10.66 acres), while simultaneously formally detaching APN 305-240-027 (7.26 acres) at the southern portion of the existing Specific Plan Area, increasing the total Specific Plan area to 358.28 acres, as shown on Figure 3-5, *Annex Areas*. In addition, the Specific Plan Amendment is proposed to change the existing land use plan to replace residential uses with Multiple Business and Commercial uses, as shown in Table 3-2 and Figure 3-6, *Proposed Harvest Landing Specific Plan Land Use Plan*.

Table 3-2: Proposed Specific Plan Amendment Land Use Summary

Land Use Type	Existing Specific Plan (acres)	Proposed Specific Plan Amendment (acres)
Residential	170.10	0
Multiple Business Use (MBU)	80.90	262.38
Commercial	7.60	46.49
WQMP Drainage/Detention	43.60	12.91
Other (Roads, Drainage)	38.80	36.5

The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio (FAR) of the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris General Plan Community Commercial land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed FAR of the MBU designation from 0.35 to 0.75, which would be consistent with the City of Perris General Plan Light Industrial land use designation.

Based on the maximum allowed FARs for each designation, the amended Harvest Landing Specific Plan would allow for a maximum development capacity of 8,604,821 square feet of MBU uses and 1,526,342 square feet of Commercial uses, as shown in Table 3-3, which results in a reduction of 1,860 residential units, an increase of approximately 7,371,420 square feet of MBU uses, and an increase of approximately 1,453,161 square feet of Commercial uses compared to buildout of the existing Specific Plan.

Table 3-3: Proposed Specific Plan Amendment Program Summary

Planning Areas	Acres	Development Capacity	Maximum Feasible Buildout
Phase 1 Planning Area (Opening Year Development)	186.38	Up to 4,597,028 square feet MBU based on maximum 0.75 FAR Up to 1,526,342 square feet Commercial based on maximum 0.75 FAR	1,727,579 square feet MBU 428,507 square feet Commercial
Phase 2 Planning Area and Overlay (Future Development)	122.49	Up to 4,007,956 square feet MBU based on maximum 0.75 FAR	4,007,955 square feet MBU ¹
Water Quality Retention Basin	12.91	N/A	N/A
Roadways	36.5	N/A	N/A
Total	358.28	Up to 8,604,821 square feet of MBU Up to 1,526,342 square feet of Commercial	5,735,535 square feet of MBU 428,507 square feet of Commercial

¹ The Phase 2 buildout square footage of 4,007,955 square feet is based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet has been assumed.

However, as noted below and shown in Table 3-3, based on the submitted development applications for commercial and industrial uses within the Phase I sites, the maximum feasible buildout of the Specific Plan would be 5,735,535 square feet of MBU uses and 428,507 square feet of commercial uses. For purposes of this Draft EIR's analysis, buildout of the Specific Plan area has been analyzed as the maximum feasible buildout and not per the maximum development capacity.

3.5.2 Phase 1 Development

The Applicant is proposing to develop the Phase 1 area of the Specific Plan with a 139.89-acre business park, 22.16-acre community shopping center, 24.33-acre commercial big box retail store, a 12.91-acre water quality basin, and 36.5 acres of roadway improvements, as shown on Figure 3-7, *Conceptual Site Plan*. Construction and operation of the Phase 1 development is analyzed at a project level within this Draft EIR.

Business Park Site

Within the 139.89-acre Phase 1 Business Park site, the two existing residential structures would be demolished and seven business park buildings including one parcel hub, three high cube warehouses, and three light industrial buildings would be constructed in the northern portion of the Phase 1 area, north of Barrett Avenue and west of Orange Avenue. A vesting tentative parcel map is proposed to combine the existing parcels into seven lots: one for each proposed building. In total, the Business Park site would be built out to an FAR of 0.28, as shown in Figure 3-8, *Business Park Conceptual Site Plan*. The Phase 1 Business Park site would include 224 electric vehicle charging stations and 76 electric vehicle charging capable stalls. The Phase 1 Business Park site would also include preferential parking for electric vehicles, carpools, and accessible vans. Each building within the Business Park site would also include bike racks. The characteristics of each building are summarized in Table 3-4.

Table 3-4: Business Park Site Development Summary

Building No.	Building Type	Land (acres)	FAR	Total Building Square Feet	Building Height	Dock Doors	Truck Parking	Auto Parking
1	Parcel Hub	59.37	0.12	322,079	58' 6"	169	701	743
2	High-Cube Warehouse	24.13	0.37	389,000	54' 4"	76	93	118
3	Light Industrial	7.15	0.36	113,500	47'	11	11	67
4	Light Industrial	3.60	0.38	60,000	45'	6	6	43
5	Light Industrial	3.46	0.17	25,000	46'	3	2	29
6	High-Cube Warehouse	25.81	0.45	509,000	50'	84	102	227
7	High-Cube Warehouse	16.37	0.42	309,000	54' 4"	30	61	265
Total	-	139.89	0.28	1,727,579		-	976	1,492

Architectural Design

The proposed buildings would incorporate various architectural elements allowed by the Specific Plan, including smooth concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and manufactured stone and limited metal panel systems, and light and warm-toned exterior

building colors. The proposed business park buildings would have a maximum height of 60 feet, as shown in Figures 3-9 through 3-15.

Landscaping and Fencing

The Project would include construction of a 14-foot-high screening wall around the Building 1 parcel hub and the Building 2 truck courts. An 8-foot-high tube steel fence would be provided around the Building 3 and 4 loading dock areas, truck courts, and parking areas. An 8-foot-high tube steel fence would be installed along the western parking areas of Building 5 and a 14-foot-high screening wall would be installed along the truck court. Buildings 6 and 7 would be separated by an 8-foot-high tube steel fence and loading dock areas would be screened by a 14-foot-high screening wall.

A total of 1,239,079 square feet or approximately 20 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15-gallon trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include blue palo verde, desert willow, chitalpa, camphor tree, olive, Canary Island pine, Afghan pine, London plane, Chilean mesquite, African sumac, California pepper, and Brisbane box. The conceptual landscaping plan is shown in Figures 3-16a through g, *Business Park Landscape Plan*.

Employee Amenities

All Phase 1 MBU buildings with over 100,000 square feet of building area would include employee amenity areas. Building 1 would feature a half-court basketball court within the northern portion of the building footprint and two pickleball courts located in the northeast corner of the Building 1 parking lot. Building 2 would feature a half-court basketball court within the southeast corner of the building footprint and a pickleball court located in the northeast corner of the Building 2 parking lot. Building 3 would feature a half-court basketball court within the southwest corner of the building footprint and a pickleball court located in the northeast corner the Building 3 parking lot between the building and Private Drive A. Building 6 would feature a full-court basketball court within the southwest corner of the building footprint and a pickleball court located near the southeast corner of the Building 6 parking lot. Building 7 would feature a half-court basketball court within the northwest corner of the building footprint and a pickleball court located on the western border of the building adjacent to Frontage Road.

Circulation and Access

All seven buildings would have driveways along Frontage Road which would provide access for both trucks and passenger vehicles, except Buildings 1 and 2 which would only have a truck driveway along Frontage Road, as shown on Figure 3-8, *Business Park Conceptual Site Plan*. Building 1 would have two additional driveways along Orange Avenue for passenger vehicles. Building 1 would provide truck access from a proposed Private Drive A. Building 2 would have three additional driveways along Orange Avenue: two for passenger vehicle access and one for emergency vehicle access. Building 3 would have an ingress passenger vehicle only driveway along Private Drive A and a passenger vehicle access only driveway at the northern corner of the site along Frontage Road. Buildings 3 and 4 would share a truck driveway along Frontage Road. Buildings 4 and 5 would share a passenger vehicle driveway along Frontage Road and Building 5 would have a truck driveway at the southwestern portion of the site. Building 6 would have one ingress/egress truck driveway along Frontage Road and two passenger vehicle driveways along Barrett Avenue. Building 7 would have one ingress/egress truck driveway, one egress truck driveway, and one passenger vehicle driveway along Frontage Road and one passenger vehicle and one emergency vehicle access driveway along Barrett Road. All truck driveways along Frontage Road would be right-out only.

On-Site Drainage Improvements

Within the Business Park site, the Project would include construction of storm drainage infrastructure that would convey drainage to two underground stormwater chamber systems east of Building 1, two underground stormwater chamber systems west and east of Building 2, two underground stormwater chamber systems north and east of Building 3, an underground stormwater chamber system northeast of Building 4 and a bioretention basin east of Building 4, an underground stormwater chamber system south of Building 5 and a bioretention basin east of Building 5, two underground stormwater chambers north and south of Building 6, and two underground stormwater chambers north and south of Building 7.

Community Shopping Center

Within the 22.16-acre Community Shopping Center site located west of Perris Boulevard and north of Harvest Landing Way, a new commercial retail center with a major retail building and eight retail pads would be constructed, as shown on Figure 3-17, *Community Shopping Center Conceptual Site Plan*. The Community Shopping Center site would be built out to an FAR of 0.26. The Community Shopping Center would also include preferential parking for electric vehicles, carpools, and accessible vans. In addition, the Community Shopping Center would include areas for bicycle parking. The characteristics of each proposed commercial building are summarized below in Table 3-5.

Table 3-5: Community Shopping Center Site Development Summary

Building No.	Commercial Use Type	Total Building Square Feet
Major A	Sporting Good Superstore	50,018
Major B	Shopping Center	55,056
Major B Mezzanine	Shopping Center	2,921
Major C	Shopping Center	23,248
Major D	Retail	15,012
Major E	Supermarket	23,256
Major F	Pet Supply Store	12,500
Major G	Shopping Center	5,000
Major H	Shopping Center	5,000
Major J	Shopping Center	5,376
Major K	Medical/Dental Office	5,500
Pad 1	Fast Casual Restaurant	4,472
Pad 2	Fast Casual Restaurant	4,100
Pad 3	Fast Casual Restaurant	4,834
Pad 4A	High-Turnover Sit-Down Restaurant	4,400
Pad 4B	Shopping Center	4,542
Pad 5	High-Turnover Sit-Down Restaurant	6,462
Pad 6	Coffee with Drive-thru, indoor seating	1,800
Pad 7A	Fast Casual Restaurant	2,408
Pad 7B	Shopping Center	4,555
Pad 7C	Shopping Center	2,145
Pad 8	High-Turnover Sit-Down Restaurant	7,852
Total		250,457

Architectural Design

The proposed shopping center buildings would have a maximum height of 50.5 feet. Each of the buildings would have a similar architectural scheme featuring shades of white, beige, and grey with green accents, as shown in Figures 3-18 through 3-20. Stone veneer, white brick veneer, and metal wall panels would be used as accent materials. Additionally, windows would be finished as black clear glass. Other features such as black metal trellises and metal canopies would provide shade within the shopping center.

Landscaping

A total of 106,896 square feet or approximately 11 percent of the Community Shopping Center site would be landscaped with drought tolerant landscaping, as shown on Figure 3-21, *Community Shopping Center Landscape Plan*. The landscaping would be planted along the boundaries of the Community Shopping Center lot. Trees would also be evenly planted within the parking lot area to provide shade and screening. A variety of 48-inch, 36-inch, and 24-inch box trees, 15-gallon trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include desert willow, forest pansy redbud, Australian willow, hybrid crape myrtle, Natchez crape myrtle, fruitless olive, Mondell pine, London plane tree, California sycamore, Callery pear, English oak, Brisbane box, Drake evergreen, Chinese elm, City Sprite zelkova, and date palm.

In addition, the shopping center would include three plazas at the northeast corner of the site, which would feature outdoor seating, artificial turf, a water feature, and thematic elements including a water tower, greenhouse structures, bridge, and dry creek elements.

Circulation and Access

The Community Shopping Center would include two driveways along Harvest Landing Way, two driveways along Perris Boulevard, and two driveways along Orange Avenue. Trucks would only access the site from the western driveways along Harvest Landing Way and Orange Avenue. Loading areas for trucks would be provided along the western side of the proposed major retail building.

On-Site Drainage Improvements

Within the community shopping center site, the Project would install drainage infrastructure to convey stormwater to three underground stormwater chamber systems within the proposed parking lot.

Commercial Big Box Retail

Within the 24.33-acre Commercial Big Box Retail site located west of Perris Boulevard and south of Harvest Landing Way, a new 167,050-square-foot, free-standing big box discount store with a 12-pump gas station would be constructed, as shown on Figure 3-22, *Commercial Big Box Retail Conceptual Site Plan*. In addition, the site would have two outparcels that would be developed with two approximately 5,500-square-foot fast food restaurants located along Perris Boulevard. Development within the Commercial Big Box Retail site would result in an overall FAR of 0.17.

Architectural Design

The proposed big box retail building would have a maximum height of 30 feet, as shown on Figure 3-23, *Commercial Big Box Retail Elevations*. The building would have a modern architectural scheme featuring shades of white and grey with blue accents. The proposed gas station canopy will be a maximum height of 18 feet with a 14-foot vehicle clearance and would be painted shades of blue and grey.

Landscaping

Within the Commercial Big Box Retail site, a total of 144,511 square feet or 16 percent of the site would include drought tolerant landscaping, planted throughout the parking lot and along the lot border, as shown on Figure 3-24, *Commercial Big Box Retail Landscape Plan*. The species and sizing composition would be consistent with the landscaping proposed for the Community Shopping Center. However, the primary tree species would be Australian willow and desert willow planted within the parking lot, and Mondell pine and Brisbane box planted along the lot border.

Circulation and Access

A total of five driveways would provide access to the commercial retail lot, inclusive of two driveways along Barrett Avenue, two driveways along Harvest Landing Way, and one driveway along Perris Boulevard. Trucks would access this development site from the driveway along Barrett Avenue. A total of 849 parking stalls would be provided for the Commercial Big Box Retail site.

On-Site Drainage Improvements

Within the commercial big box retail site, the Project would include construction of drainage infrastructure that would convey runoff to an underground stormwater chamber system within the parking lot.

Street Improvements

As part of the Phase 1 development, the Project would vacate Indian Avenue from Orange Avenue to Frontage Road. In addition, the Project would provide the following roadway improvements, as shown on Figure 3-25, *Roadway Improvements*.

Indian Avenue

The Project would keep the classification of Indian Avenue as a secondary arterial. The Project would vacate Indian Avenue south of Orange Avenue and would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. The Project would include the following improvements would be installed:

- Installation of a 14-foot-wide painted median north of Val Verde Elementary School;
- Installation of a 14-foot-wide raised median from Orange Avenue to Val Verde Elementary School;
- Installation of curb and gutter;
- Pavement of northbound and southbound Indian Avenue to 28-foot widths with two travel lanes and a Class II bike lane on each side south of Val Verde Elementary School;
- Pavement and restriping of northbound and southbound Indian Avenue to 18-foot widths with one travel lane and a Class II bike lane on each side north of Val Verde Elementary School
- Installation of 6-foot-wide parkways on each side south of Val Verde Elementary School;
- Construction of 6-foot-wide sidewalks on each side south of Val Verde Elementary School; and
- A 17-foot-wide right-of-way dedication to the westerly right-of-way and a 3-foot-wide dedication to the easterly right-of-way south of Val Verde Elementary School.

Orange Avenue

The Project would keep the classification of Orange Avenue as a secondary arterial. The Project would improve the right-of-way to its ultimate width along the north and south side of the roadway along the

frontage of business park site and would improve the south side of the right-of-way to its ultimate width along the community shopping site. The following improvements would be installed:

- Installation of a 14-foot-wide raised median between Perris Boulevard and Frontage Road;
- Installation of curb and gutter;
- Pavement of eastbound Orange Avenue to a 35-foot width with two travel lanes, a 4-foot-wide buffer, and a 5-foot-wide Class II bike lane between Perris Boulevard and Barrett Avenue;
- Pavement of westbound Orange Avenue to a 32-foot width with two travel lanes and a 5-foot-wide Class II bike lane between Perris Boulevard and Barrett Avenue;
- Pavement of eastbound Orange Avenue to a 36-foot width with two travel lanes, a 5-foot-wide Class II bike lane, and a 5-foot-wide buffer west of Barrett Avenue;
- Pavement of westbound Orange Avenue to a 34-foot width with two travel lanes, a 5-foot-wide Class II bike lane, and a 3-foot-wide buffer west of Barrett Avenue;
- Installation of a 10-foot-wide parkway on the south side of Orange Avenue;
- Installation of a 6-foot-wide parkway on the north side of Orange Avenue west of Barrett Avenue;
- Construction of a 6-foot-wide sidewalk on the north and south sides of Orange Avenue west of Barrett Avenue and a 6-foot-wide sidewalk on the south side of Orange Avenue east of Barrett Avenue;
- A 29-foot-wide right-of-way dedication to the southerly right-of-way between Indian Avenue and Frontage Road; and
- A 23-foot-wide right-of-way dedication to the northerly right-of-way between Indian Avenue and Frontage Road.

Frontage Road

The Project would keep the classification of Frontage Road as a secondary arterial. The Project would improve the right-of-way to its ultimate width along the frontage of the business park site and the Phase 2 area. The following improvements would be installed:

- Installation of a 14-foot-wide raised median;
- Installation of curb and gutter;
- Pavement of northbound and southbound Frontage Road to 36-foot widths with two travel lanes and a shoulder on each side to the limit of Phase 2 development area;
- Pavement of northbound and southbound Frontage Road to 26-foot widths with two travel lines north of the Phase 2 development area to Placentia Avenue;
- Installation of a 7-foot-wide parkway on the west side of Frontage Road from Orange Avenue to the limit of Phase 2 development area;
- Construction of a 10-foot-wide shared use trail on the east side of Frontage Road;
- Installation of a 5-foot-wide parkway on the east side of Frontage Road;
- A 3-foot-wide easement on the east side of Frontage Road;
- A 19-foot-wide right-of-way dedication to the easterly right-of-way south of Orange Avenue;
- A 5-foot-wide right-of-way dedication to the easterly right-of-way north of Orange Avenue to the limit of Phase 2 development area.

Perris Boulevard

The Project would keep the classification of Perris Boulevard as a primary arterial. The Project would improve the west side of Perris Boulevard to its ultimate width along the frontage of the community shopping center and commercial big box retail sites. The following improvements would be installed:

- Installation of a 14-foot-wide raised median;
- Installation of curb and gutter;
- Pavement of southbound Perris Boulevard to a 40-foot width with three travel lanes;
- Installation of a 7-foot-wide parkway;
- Construction of a 10-foot-wide shared use trail; and
- A 14-foot-wide right-of-way dedication.

Barrett Avenue

The Project would keep the classification of Barrett Avenue as a major collector. The Project would improve the right-of-way to its ultimate width. The following improvements would be installed:

- Installation of curb and gutter;
- Installation of a 14-foot-wide painted median;
- Pavement of northbound and southbound Barrett Avenue to 21-foot widths with one travel lane, a 3-foot-wide buffer, and a 6-foot-wide Class II bike lane;
- Installation of 5-foot-wide parkways on each side;
- Construction of 6-foot-wide sidewalks on each side; and
- A 12-foot-wide right-of-way dedication to the westerly right-of-way between Frontage Road to the Walmart Driveway;
- A 9-foot-wide right-of-way dedication to the easterly and westerly right-of-way north of the Walmart driveway.

Harvest Landing Way

The Specific Plan Amendment includes a new roadway, identified as Harvest Landing Way, which would be between the Commercial Big Box Retail and Community Commercial sites. As part of construction of the retail commercial component of the Phase 1 development, the Project would construct Harvest Landing Way, which would have a designation of modified collector. The following improvements would be installed:

- Dedication of 84 to 104 feet of right-of-way;
- Installation of a 14-foot-wide raised median;
- Installation of curb and gutter;
- Pavement of eastbound Harvest Landing Way to a 24-foot width to 40-foot width at the intersection with Perris Boulevard with two travel lines;
- Pavement of westbound Harvest Landing Way to a 24-foot width to 28-foot width at the intersection with Perris Boulevard with two travel lines;
- Construction of 6-foot-wide sidewalks on each side; and
- Construction of 5-foot-wide parkways.

Private Drive A

As part of construction of the business park site, the Project would construct Private Drive A, which would have a designation of secondary arterial. The following improvements would be installed:

- Dedication of 112 feet of right-of-way;
- Installation of a 14-foot-wide raised median;
- Installation of curb and gutter;
- Pavement of eastbound and westbound Private Drive A to 28-foot widths with two travel lines;
- Installation of a 6-foot-wide parkway on each side; and

- Construction of 6-foot-wide sidewalks on each side.

Utilities

Stormwater Drainage

Development of the Phase 1 area would include construction of a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and a lift station. The bioretention basin would have a bottom surface area totaling 76,615 square feet and a design treatment capacity of 137,907 cubic feet. The basin would be designed with walking paths, four areas for exercise equipment, and an open space lounging/table area for use by the Specific Plan employees.

Phase 1 development would require the construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide Eastern Municipal Water District (EMWD) maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

Sewer

Within the community shopping center, the Project would install on-site sewer lines that would connect to the existing 12-inch sewer in Orange Avenue. Business Park site Buildings 1 and 2 would have new sewer lines that would connect to the existing 10-inch sewer in Orange Avenue. All Business Park site buildings and the Commercial Big Box Retail building would be served by 8-inch sewer lines which would connect to a new proposed 15-inch sewer main in Perris Boulevard. The new 15-inch sewer main in Perris Boulevard would extend the existing 15-inch sewer main in Perris Road, consistent with EMWD sewer plans. The new extension would travel south on Perris Boulevard and east on Nuevo Road to Murrieta Road for approximately 8,344 linear feet, as shown on Figure 3-27, *Sewer Infrastructure Improvements*.

Water

Phase 1 development would require the construction of a new 8-inch diameter waterline along Barrett Avenue and an 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive, as shown on Figure 3-28, *Water Infrastructure Improvements*.

The Project would abandon the existing water well southeast of the Perris Boulevard and Orange Avenue intersection and the existing water well at the 2364 Indian Avenue property within the Specific Plan area and would drill a new well within the 12.91-acre water quality management basin area. Water from the new well would be pumped and used for irrigation of the proposed landscaping.

Operations

Business Park Operations

Building occupants are assumed to be warehouse distribution and logistics operators and parcel hub operators. The buildings are not proposed or designed to accommodate any warehouse cold storage or

refrigerated uses. For purposes of evaluation in this Draft EIR, the proposed development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Lighting would be subject to Perris Municipal Code Section 19.02.110, which states that exterior lighting shall be directed away from adjoining properties and the public right-of-way.

The buildings have been designed such that business operations would be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, storage and the loading and unloading of trailers at designated loading bays.

Dock doors on warehouse buildings would not be occupied by a truck at all times of the day. There are typically many more dock door positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies (i.e., trucks dock closest to where the goods carried by the truck are stored inside the warehouse). As a result, many dock door positions are frequently inactive throughout the day. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions.

Community Shopping Center Operations

Building occupants within the proposed community shopping center are anticipated to be a range of commercial retail uses including shopping centers, fast casual restaurants, drive through coffee shops, high-turnover sit-down restaurants, and a dental/medical office. For purposes of evaluation in this Draft EIR, the proposed community shopping center development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Lighting would be subject to Perris Municipal Code Section 19.02.110, which states that exterior lighting shall be directed away from adjoining properties and the public right-of-way.

The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, drive through operations, and parking.

Commercial Big Box Retail Operations

Building occupants within the proposed commercial big box retail site are anticipated to be a big box retail store operator with accompanying gas station and two fast food restaurants. For purposes of evaluation in this Draft EIR, the proposed commercial big box retail development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Lighting would be subject to Perris Municipal Code Section 19.02.110, which states that exterior lighting shall be directed away from adjoining properties and the public right-of-way.

The buildings are designed such that business operations would be conducted within the buildings, with the exception of traffic movement, drive through operations, use of the gas station and parking.

3.5.3 Phase 2 Development

Within the Phase 2 Planning Area, as shown on Figure 3-7, *Conceptual Site Plan*, the Project would include future MBU development. This area encompasses the 111.83-acre Phase 2 MBU area and the 10.66-acre MBU Overlay area. Buildout of the future development area would occur pursuant to purchase of land by future project applicants. For purposes of this analysis, development of this area is anticipated to begin in 2026 and to be completed by 2030. The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation, at a maximum FAR of 0.75. Development of the overlay area would include approximately 348,262 square feet of warehouse,

light industrial, and/or manufacturing uses under the MBU designation. Access to future developments within the Phase 2 Development area would be provided along Frontage Road, Orange Avenue, and Indian Avenue, with truck access limited to Orange Avenue and Frontage Road. Future entitlements will be needed to develop the Phase 2 development area and site plans are not proposed at this time. However, to provide a conservative estimate of environmental impacts, the maximum allowed development density for the Phase 2 buildout of 4,007,955 square feet is analyzed in this Draft EIR.²

3.5.4 Construction

For the purposes of a conservative analysis, it is assumed that construction of all buildings in Phase 1 would commence concurrently over approximately a 12-month period and would be operational in 2026. Buildout of Phase 2 would occur by 2030.

Construction activities for each phase would include the following:

- Demolition
- Site preparation
- Grading
- Building construction
- Paving
- Architectural coating

Construction of the Business Park buildings, Community Shopping Center, and Commercial Big Box Retail sites in Phase 1 would require 389,200 cubic yards of import. Construction of Phase 2 is anticipated to require approximately 300,000 cubic yards of import. Imported soil is anticipated to come from Bloomington, approximately 20 roadway miles from the Project site. A total of 1,134 daily one-way hauling trips would be generated during grading activities for Phase 1 and 121 daily one-way hauling trips would be generated during grading activities for Phase 2 buildout.

Table 3-6, *Construction Schedule*, provides the anticipated schedule for construction of Phase 1. As mentioned, buildout of Phase 2 is expected by 2030.³ Construction and demolition debris would be hauled to El Sobrante Landfill, which is located approximately 25 roadway miles from the Project site.

² A Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet has been assumed.

³ Buildout of the Specific Plan by 2030 provides a conservative analysis of potential air quality and greenhouse gas emissions due to the fact that emissions in future years would likely be less due to the use of more advanced emissions reduction technologies.

Table 3-6: Construction Schedule

Phase	Construction Activity	Start Date	End Date	Working
Off-Site	Linear, Grading & Excavation	1/5/2026	1/29/2026	19
	Linear, Drainage, Utilities, & Sub-Grade	1/30/2026	2/17/2026	13
	Linear, Paving	2/18/2026	3/4/2026	11
Phase 1 (2026 OY)	Demolition/Crushing	11/3/2025	12/10/2025	28
	Site Preparation	12/11/2025	1/2/2026	17
	Grading	1/5/2026	3/4/2026	43
	Building Construction	3/5/2026	12/25/2026	212
	Paving	3/5/2026	12/25/2026	212
	Architectural Coating	3/5/2026	12/25/2026	212
Phase 2 (2030 OY)	Demolition	12/26/2026	10/2/2027	200
	Site Preparation	10/3/2027	3/19/2028	120
	Grading	3/20/2028	5/28/2029	310
	Building Construction	5/29/2029	12/31/2030	416
	Paving	2/27/2030	12/31/2030	220
	Architectural Coating	2/27/2030	12/31/2030	220

The types of heavy equipment that would be used during construction are listed in Table 3-7, *Construction Equipment Assumptions*. Even though daily construction activities are permitted to occur over a 12-hour period pursuant to Perris Municipal Code regulations, construction equipment is not in continual operation and some pieces of equipment are used only periodically throughout a typical day. Thus, eight hours of daily use per piece of equipment (approximately two-thirds of the daily period over which construction activities are allowed) is a reasonable assumption. The Project is anticipated to include nighttime concrete pours due to the cooler temperatures needed for pouring concrete tilt-up structures, which would require approval from the City of Perris.

Table 3-7: Construction Equipment Assumptions

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
Offsite (roadway, infrastructure improvements)	Linear, Grading & Excavation	Crawler Tractors	1	8
		Excavators	3	8
		Graders	1	8
		Rollers	2	8
		Rubber Tired Loaders	1	8
		Scrapers	2	8
		Signal Boards	3	8
		Tractors/Loaders/Backhoes	2	8

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
	Linear, Drainage, Utilities & Sub-Grade	Air Compressors	1	8
		Generator Sets	1	8
		Graders	1	8
		Plate Compactors	1	8
		Pumps	1	8
		Rough Terrain Forklifts	1	8
		Scrapers	2	8
		Signal Boards	3	8
		Tractors/Loaders/Backhoes	2	8
	Linear, Paving	Pavers	1	8
		Paving Equipment	1	8
		Rollers	3	8
		Signal Boards	3	8
		Tractors/Loaders/Backhoes	2	8
Phase 1 Construction	Demolition/Crushing	Rubber Tired Dozers	4	8
		Excavators	6	8
		Concrete/Industrial Saws	2	8
		Crushing/Proc. Equipment	2	8
	Site Preparation	Rubber Tired Dozers	6	8
		Crawler Tractors	8	8
	Grading	Graders	6	8
		Excavators	12	8
		Crawler Tractors	12	8
		Scrapers	12	8
		Rubber Tired Dozers	6	8
		Bore/Drill Rigs	1	8
	Building Construction	Forklifts	18	8
		Generator Sets	6	8
		Cranes	6	8
		Welders	6	8
		Tractors/Loaders/Backhoes	18	8
	Paving	Pavers	12	8
		Paving Equipment	12	8
		Rollers	12	8
	Architectural Coating	Air Compressors	6	8

Phase	Construction Activity	Equipment	Quantity	Hours Per Day
Phase 2 (With Overlay)	Demolition	Concrete/Industrial Saws	2	8
		Excavators	6	8
		Rubber Tired Dozers	4	8
	Site Preparation	Rubber Tired Dozers	6	8
		Crawler Tractors	8	8
	Grading	Excavators	4	8
		Graders	2	8
		Rubber Tired Dozers	2	8
		Scrapers	4	8
		Crawler Tractors	4	8
	Building Construction	Cranes	2	8
		Forklifts	6	8
		Generator Sets	2	8
		Tractors/Loaders/Backhoes	6	8
		Welders	2	8
	Paving	Pavers	4	8
		Paving Equipment	4	8
		Rollers	4	8
	Architectural Coating	Air Compressors	2	8

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Annex Areas



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 3-5

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Proposed Harvest Landing Specific Plan



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



Conceptual Site Plan



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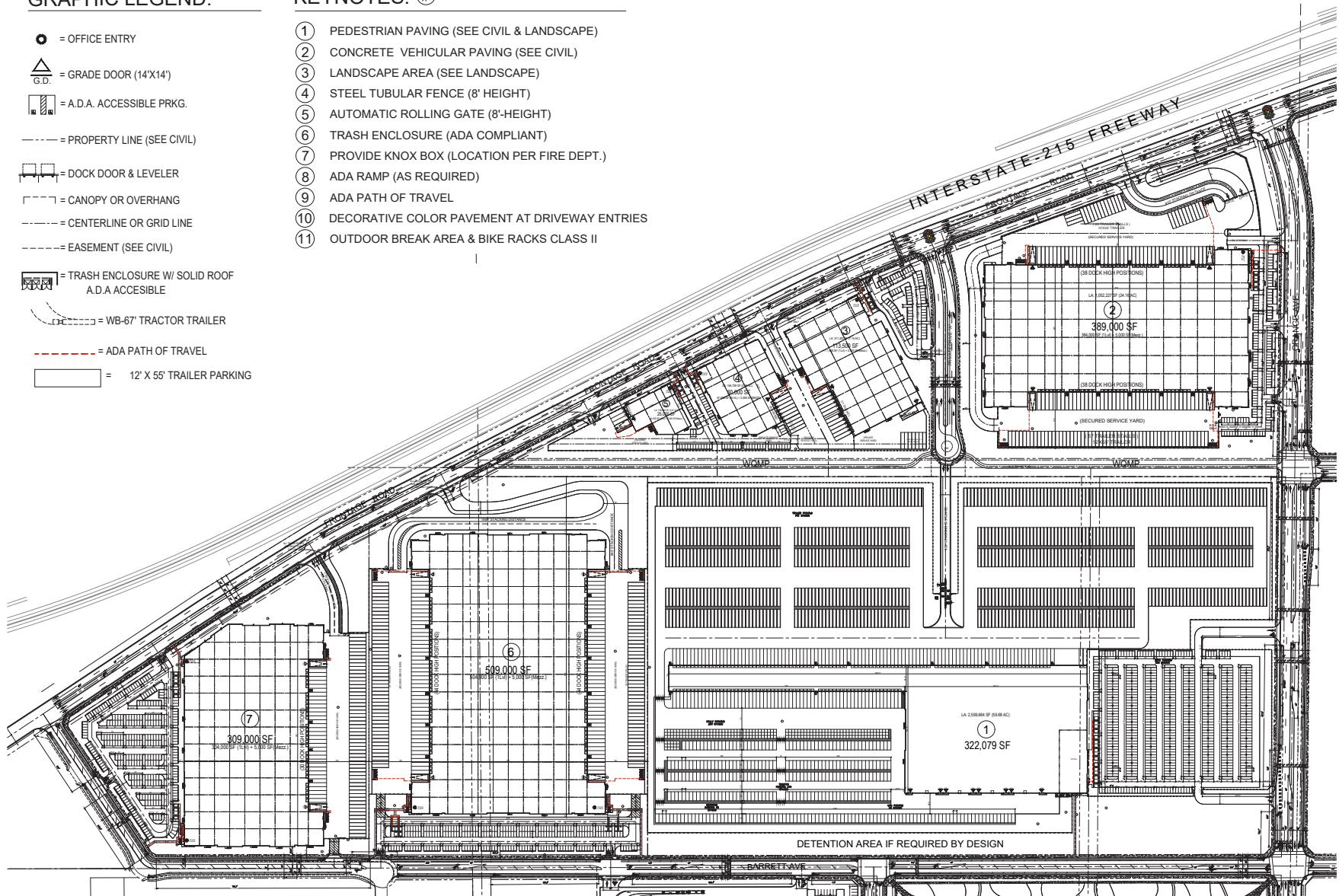
Business Park Conceptual Site Plan

GRAPHIC LEGEND:

- = OFFICE ENTRY
-  = GRADE DOOR (14'X14')
-  = A.D.A. ACCESSIBLE PRKG.
- = PROPERTY LINE (SEE CIVIL)
-  = DOCK DOOR & LEVELER
-  = CANOPY OR OVERHANG
- = CENTERLINE OR GRID LINE
- = EASEMENT (SEE CIVIL)
-  = TRASH ENCLOSURE W/ SOLID ROOF
A.D.A ACCESSIBLE
-  = WB-67 TRACTOR TRAILER
- = ADA PATH OF TRAVEL
-  = 12' X 55' TRAILER PARKING

KEYNOTES:

- ① PEDESTRIAN PAVING (SEE CIVIL & LANDSCAPE)
- ② CONCRETE VEHICULAR PAVING (SEE CIVIL)
- ③ LANDSCAPE AREA (SEE LANDSCAPE)
- ④ STEEL TUBULAR FENCE (8' HEIGHT)
- ⑤ AUTOMATIC ROLLING GATE (8'-HEIGHT)
- ⑥ TRASH ENCLOSURE (ADA COMPLIANT)
- ⑦ PROVIDE KNOX BOX (LOCATION PER FIRE DEPT.)
- ⑧ ADA RAMP (AS REQUIRED)
- ⑨ ADA PATH OF TRAVEL
- ⑩ DECORATIVE COLOR PAVEMENT AT DRIVEWAY ENTRIES
- ⑪ OUTDOOR BREAK AREA & BIKE RACKS CLASS II



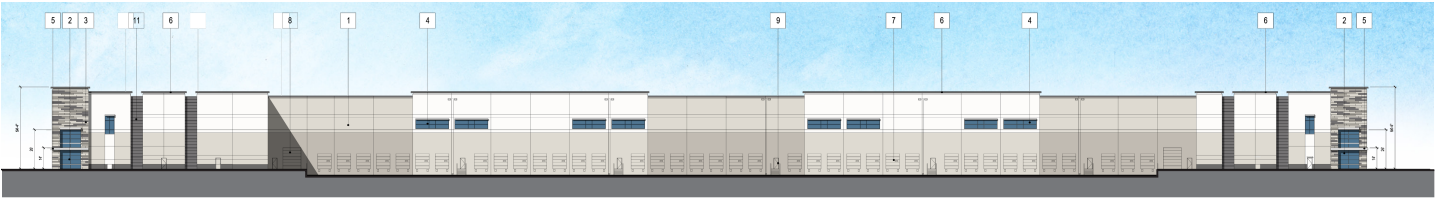
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Business Park Building 1 Elevations

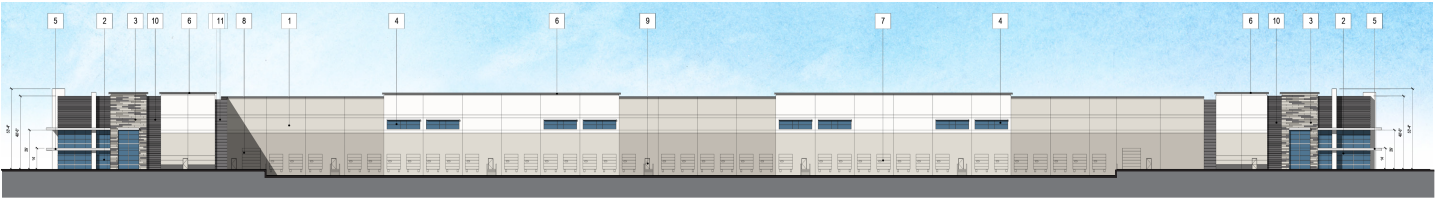


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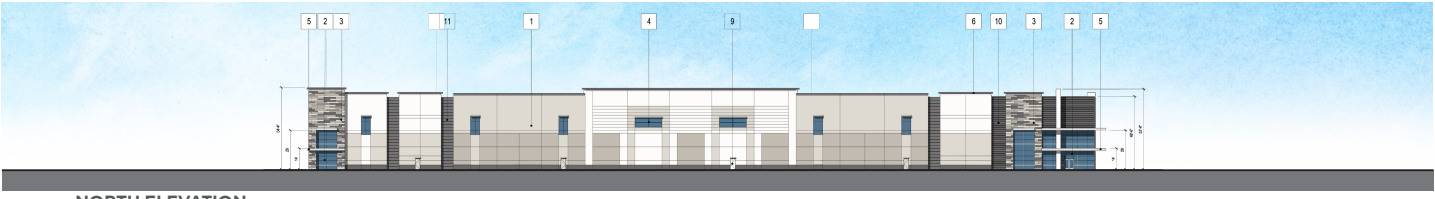
Business Park Building 2 Elevations



EAST ELEVATION (FACING INDIAN AVE.)



WEST ELEVATION (FACING INTERSTATE 215 FWY)



NORTH ELEVATION



SOUTH ELEVATION

KEYNOTES:

- 1 CONCRETE TILT-UP PANEL
- 2 MEDIUM REFLECTIVE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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Business Park Building 3 Elevations



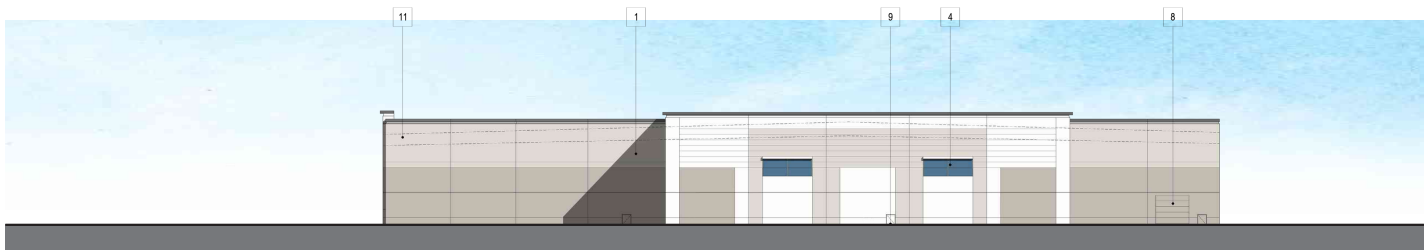
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



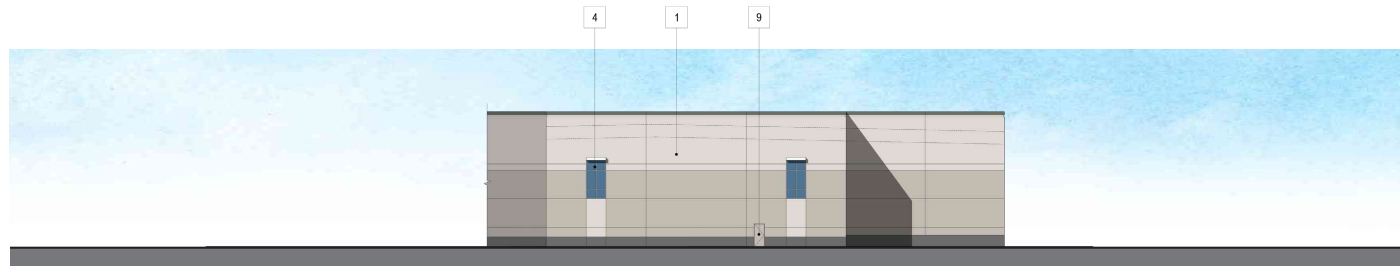
SOUTH ELEVATION

KEYNOTES:

- 1 CONCRETE TILT-UP PANEL
- 2 MEDIUM REFLECTIVE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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Business Park Building 4 Elevations



EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



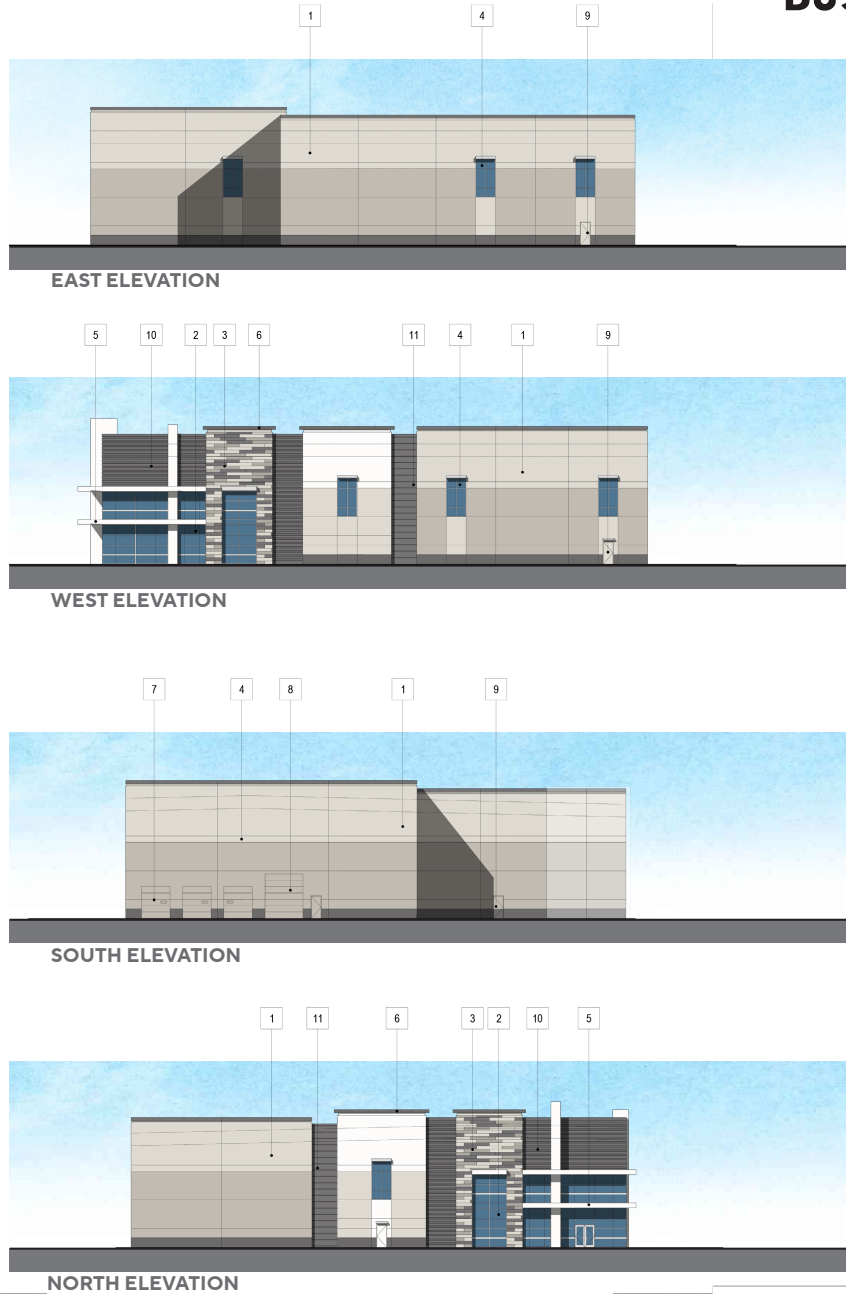
NORTH ELEVATION

KEYNOTES:

- 1 CONCRETE TILT-UP PANEL
- 2 MEDIUM REFLECTIVE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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Business Park Building 5 Elevations

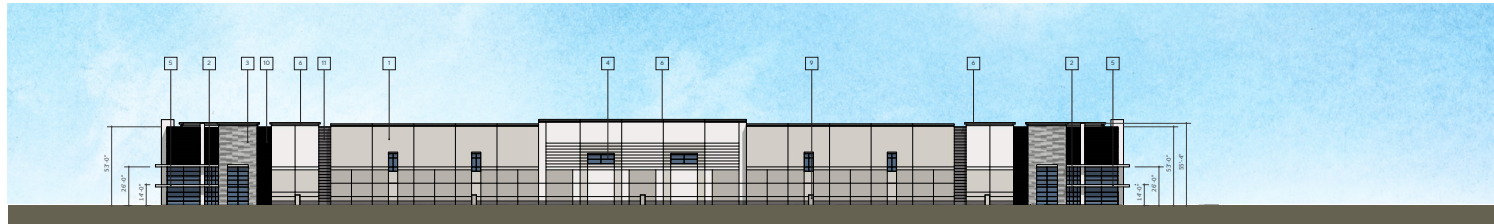


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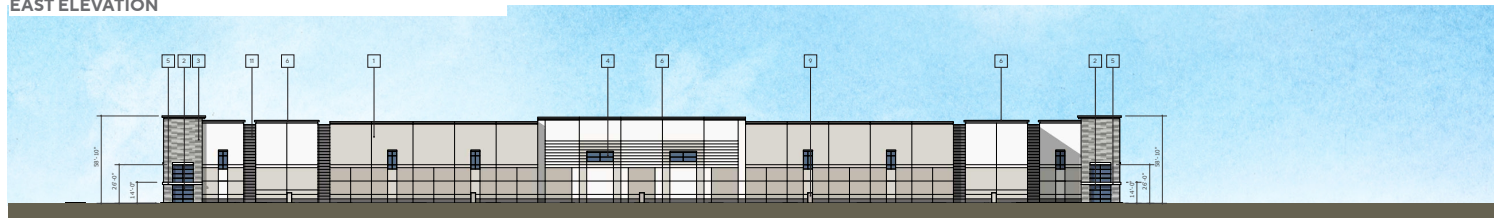
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- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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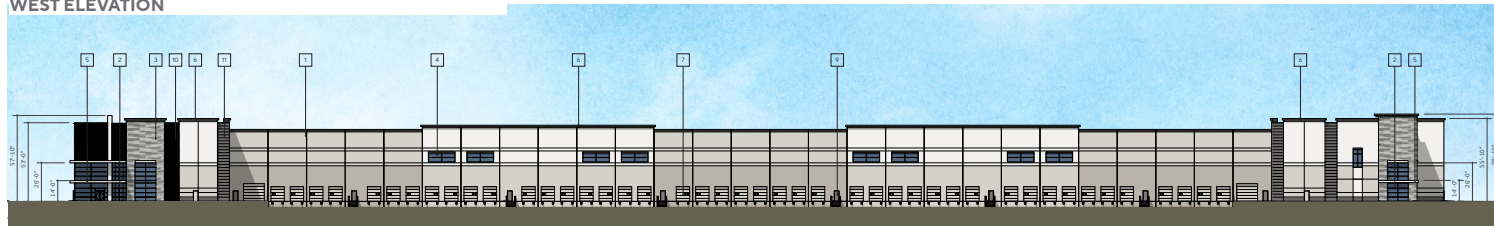
Business Park Building 6 Elevations



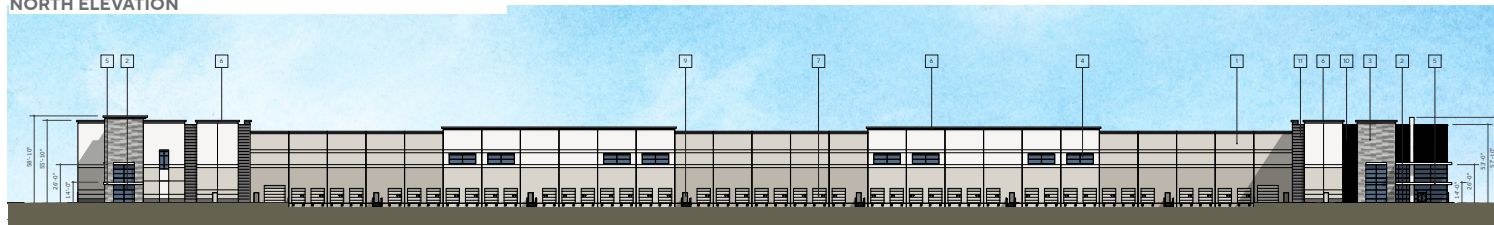
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



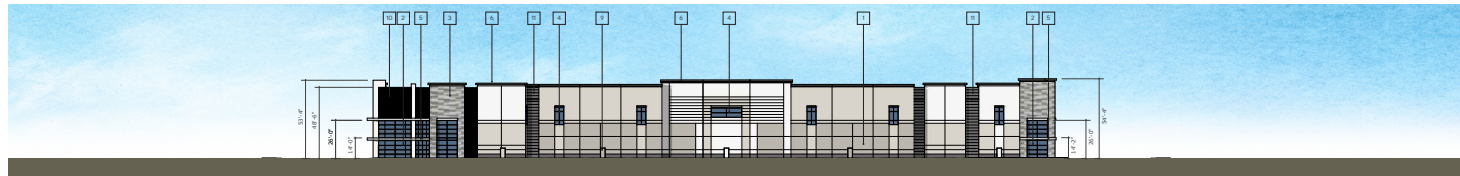
SOUTH ELEVATION

KEYNOTES:

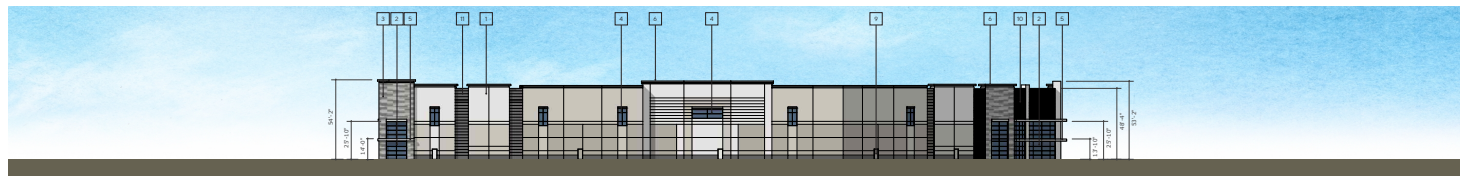
- 1 CONCRETE TILT-UP PANEL
- 2 MEDIUM REFLECTIVE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM.
- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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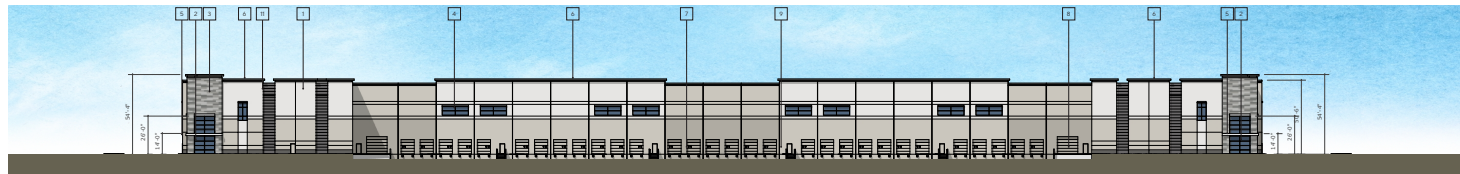
Business Park Building 7 Elevations



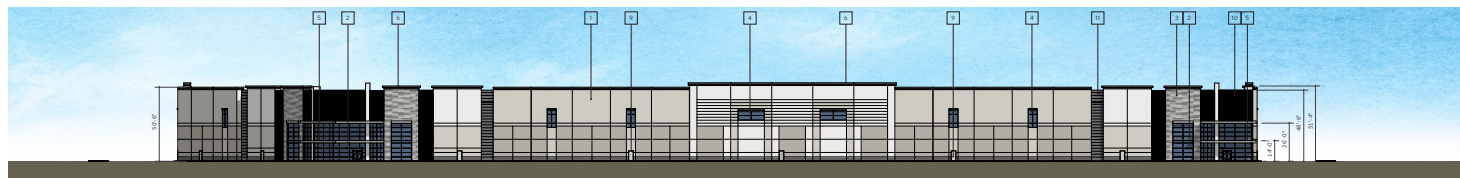
EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

KEYNOTES:

- 1 CONCRETE TILT-UP PANEL
- 2 MEDIUM REFLECTIVE GLASS IN CLEAR ANODIZED ALUMINUM MULLION SYSTEM
- 3 LARGE FORMAT TILE
- 4 CLERESTORY WITH METAL AWNING
- 5 METAL AWNING (SUN SHADE DEVICE)
- 6 PAINTED CORNICE
- 7 DOCK DOOR
- 8 GRADE DOOR
- 9 METAL DOOR
- 10 CORRUGATED METAL PANEL
- 11 CONCRETE PANEL WITH REVEALS AT 24" O.C.

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Business Park Landscape Plan



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Business Park Landscape Plan



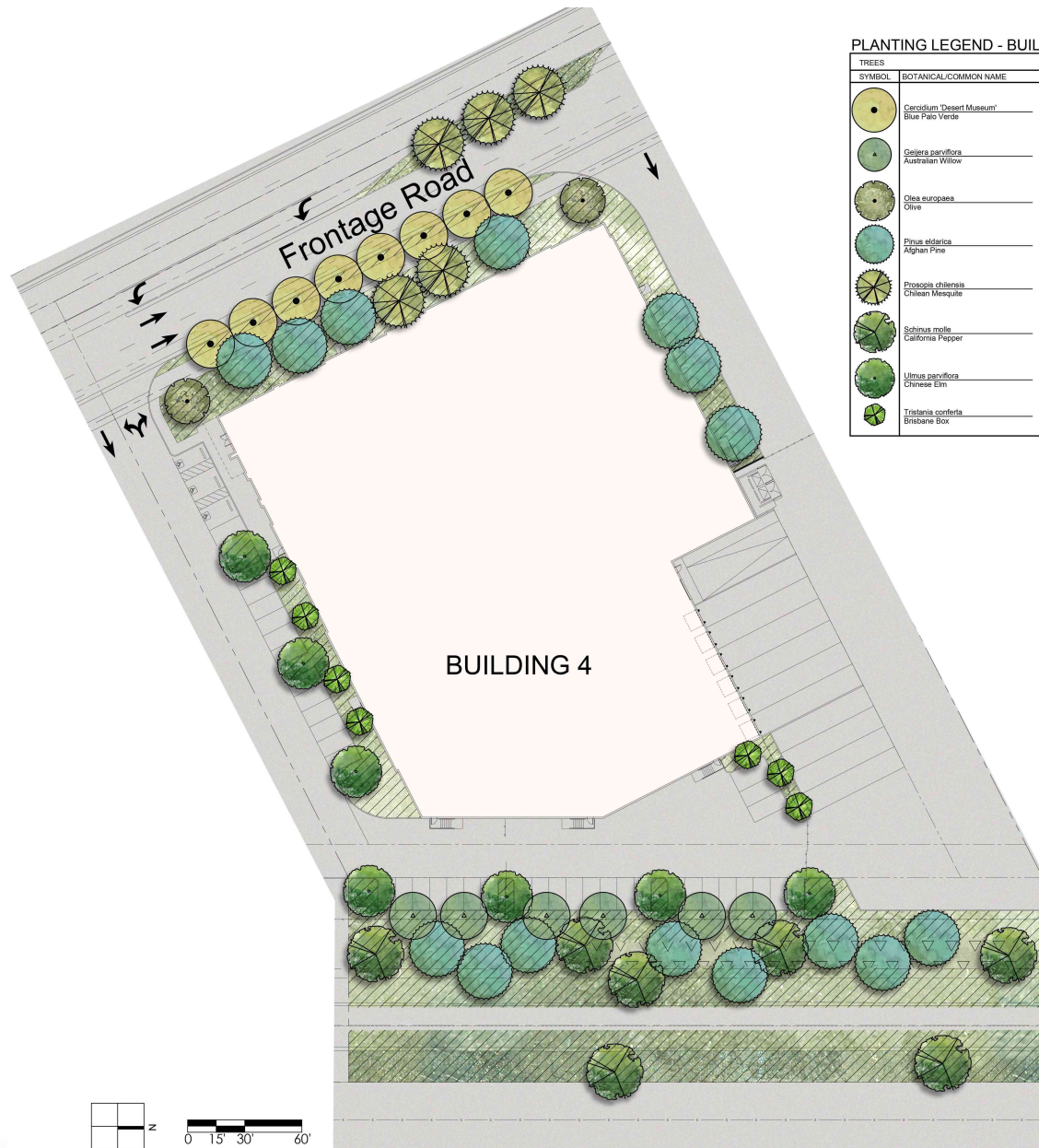
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Business Park Landscape Plan



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Business Park Landscape Plan



PLANTING LEGEND - BUILDING 4

TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	36" Box	8	L	Standard Street Tree
	Gelera parviflora Australian Willow	24" Box	6	M	Standard
	Olea europaea Olive	48" Box	2	L	Multi
	Pinus edulis Alphian Pine	24" Box	15	L	Standard
	Prosopis juliflora Chinese Mesquite	36" Box	5	M	Standard Street Tree
	Schinus molle California Pepper	24" Box	7	L	Multi
	Ulmus parviflora Chinese Elm	15 Gal	7	M	Standard
	Tristania conferta Brisbane Box	15 Gal	7	M	Standard

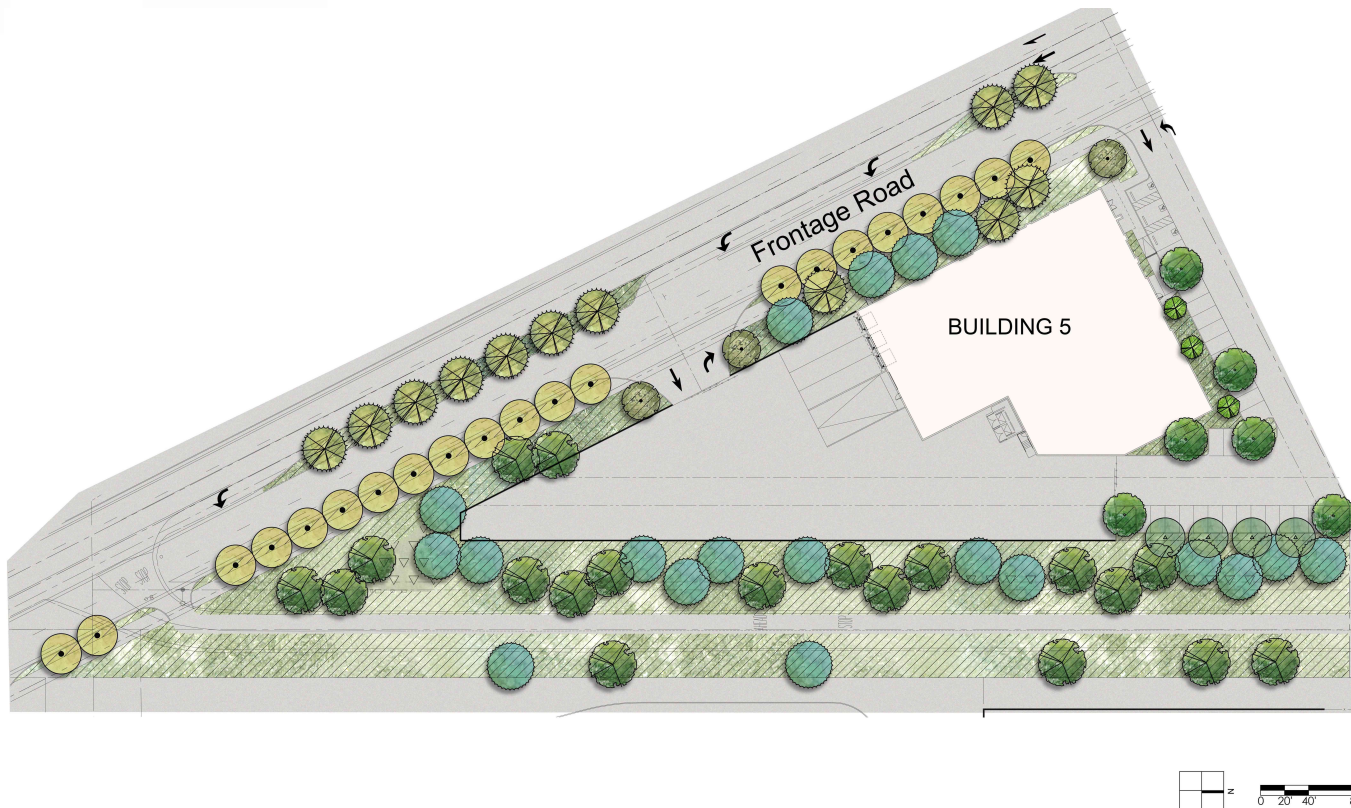
SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Baccharis p. 'Centennial'	5 Gal		L	
	Coyote Bush	5 Gal		L	
	Callistemon 'Little John'	5 Gal		L	
	Dwarf Bottle Brush	5 Gal		L	
	Cassia phyllodes	5 Gal		M	
	Silverleaf Cassia	5 Gal		M	
	Dietes bicolor	5 Gal		L	
	Fortnight Lily	5 Gal		L	
	Furcraea MacDougalii	5 Gal		L	
	Furcraea	5 Gal		L	
	Leucophyllum frutescens	5 Gal		L	
	Texas Fender	5 Gal		M	
	Ligustrum j. Texanum	5 Gal		L	
	Texas Privet	5 Gal		L	
	Muhlenbergia capillaris	5 Gal		M	
	Muhlenbergia rigens	5 Gal		M	
	Deer Grass	5 Gal		L	
	Rhamnus californica	5 Gal		L	
	Coffeeberry	5 Gal		L	
	Rosemarinus o. 'Tuscan Blue'	5 Gal		L	
	Rosemary	5 Gal		L	
	Salvia c. 'Allen Chickering'	5 Gal		L	
	Allen Chickering Sage	5 Gal		L	
	Salvia leucantha	5 Gal		L	
	Mexican Sage	5 Gal		L	
	Westringia fruticosa	5 Gal		L	
	Coast Rosemary	5 Gal		L	
	Westringia f. 'Grey Box'	5 Gal		L	
	Dwarf Coast Rosemary	5 Gal		L	

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy'	1 Gal	8" O.C.	L	
	Dwarf Acacia	1 Gal	6" O.C.	L	
	Baccharis p. 'Pigeon Point'	1 Gal	6" O.C.	L	
	Dwarf Coyote Bush	1 Gal	36" O.C.	M	
	Carissa m. 'Green Carpet'	1 Gal	36" O.C.	M	
	Prostrate Natal Plum	1 Gal	24" O.C.	M	
	Hemerocallis hybridus 'Yellow'	1 Gal	24" O.C.	M	
	Yellow Day Lily	1 Gal	36" O.C.	L	
	Lantana 'Gold Mound'	1 Gal	36" O.C.	L	
	Yellow Lantana	1 Gal	48" O.C.	L	
	Lonicera j. 'Halliana'	1 Gal	48" O.C.	L	
	Hall's Honeysuckle	1 Gal	36" O.C.	L	
	Myoporum parvifolium	1 Gal	48" O.C.	L	
	Myoporum	1 Gal	48" O.C.	L	
	Rosemarinus o. 'Huntington Carpet'	1 Gal	24" O.C.	M	
	Prostrate Rosemary	1 Gal	24" O.C.	M	
	Trachelospermum jasminoides	1 Gal	24" O.C.	M	
	Star Jasmine	1 Gal	24" O.C.	M	

	Basin Seed Mix				
	2000 lb/bac Wood cellulose fiber				
	800 lb/bac 7-2-1 Biosol organic fertilizer				
	150 lb/bac Stabilizing binder				
	20 lb/bac Erds net mycorrhizal inoculum				
	1 lb/bac Achillea millefolium				
	1 lb/bac Eschscholzia caespitosa				
	1 lb/bac Juncea triflorus				
	6 lb/bac Leymus tritoides Rio				
	4 lb/bac Descampis caespitosa				
	20 lb/bac Festuca rubra 'Molard'				
	6 lb/bac Hordium brachyantherum				
	1 lb/bac Muhlenbergia rigens				
	3 lb/bac Muhlenbergia microcarpa				
	3 lb/bac Hordium depressum				

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Business Park Landscape Plan



PLANTING LEGEND - BUILDING 5

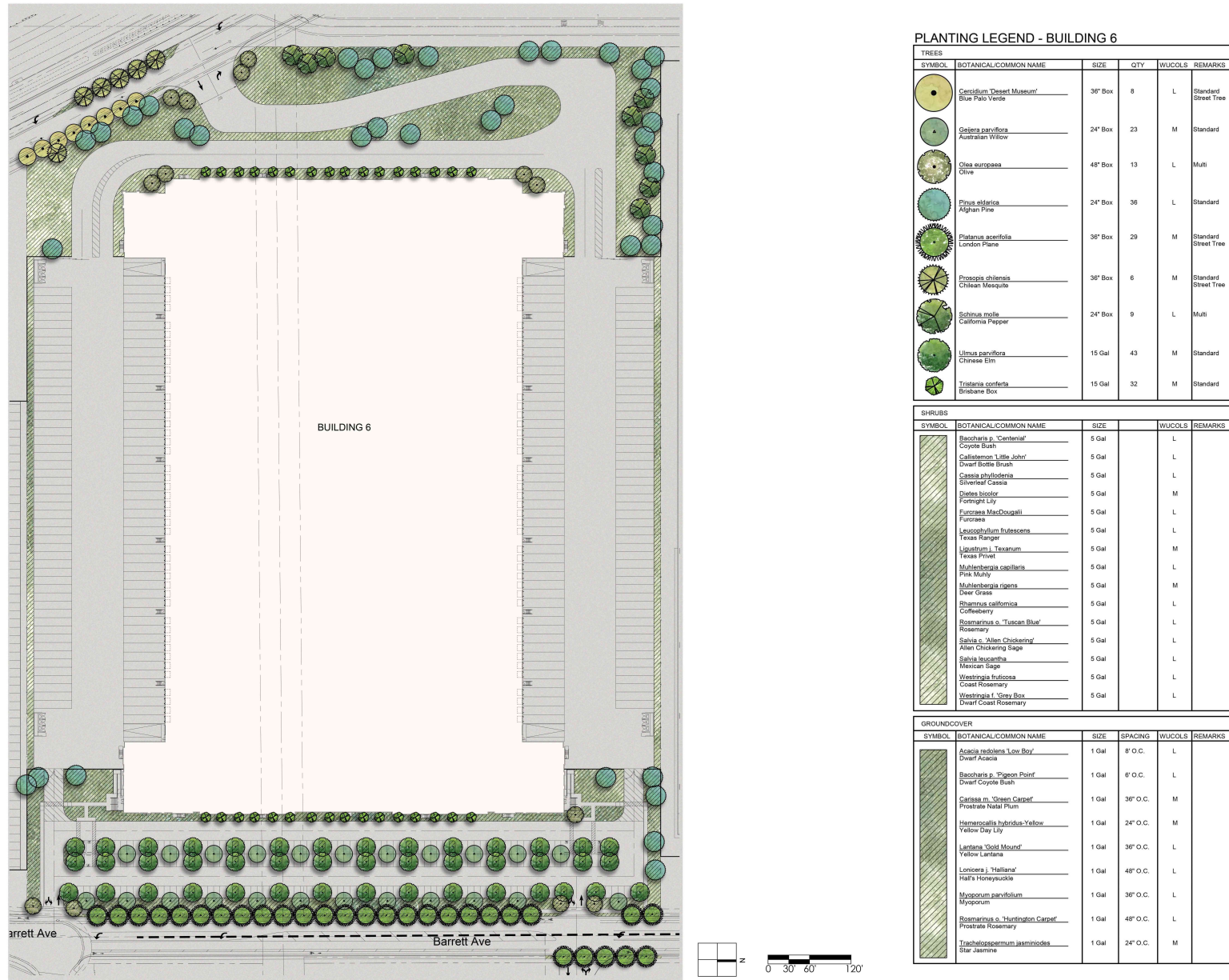
TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Cordatum 'Desert Museum'</i> Blue Palo Verde	36" Box	21	L	Standard Street Tree
	<i>Gouera parviflora</i> Australian Willow	24" Box	4	M	Standard
	<i>Olea europaea</i> Olive	48" Box	3	L	Mult
	<i>Pinus edulis</i> Afghan Pine	24" Box	19	L	Standard
	<i>Prosopis juliflora</i> Chicoan Mesquite	36" Box	12	M	Standard Street Tree
	<i>Schinus molle</i> California Pepper	24" Box	19	L	Standard
	<i>Ulmus parviflora</i> Chinese Elm	15 Gal	6	M	Standard
	<i>Tristania conferta</i> Brilliant Box	15 Gal	3	M	Standard

SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Baccharis p. 'Centennial'</i> Coyote Bush	5 Gal			
	<i>Callitriche 'Little John'</i> Dwarf Bottle Brush	5 Gal		L	
	<i>Cassia phyllodaria</i> Silverleaf Cassia	5 Gal		L	
	<i>Dietes bicolor</i> Fortnight Lily	5 Gal		M	
	<i>Furcraea MacDougalii</i> Furcraea	5 Gal		L	
	<i>Leucophyllum frutescens</i> Texas Ranger	5 Gal		L	
	<i>Leucosiphon 'Texanum'</i> Texas Privet	5 Gal		M	
	<i>Muhlenbergia capillaris</i> Pink Muhly	5 Gal		L	
	<i>Muhlenbergia rigens</i> Deer Grass	5 Gal		M	
	<i>Rhamnus californica</i> Coffeeberry	5 Gal		L	
	<i>Rosmarinus o. 'Tuscan Blue'</i> Rosemary	5 Gal		L	
	<i>Salvia c. 'Allen Chickering'</i> Allen Chickering Sage	5 Gal		L	
	<i>Salvia leucantha</i> Mexican Sage	5 Gal		L	
	<i>Westringia frutescens</i> Coast Rosemary	5 Gal		L	
	<i>Westringia f. 'Gray Box'</i> Dwarf Coast Rosemary	5 Gal		L	

GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Agave nodosa 'Low Boy'</i> Dwarf Agave	1 Gal	6' O.C.	L	
	<i>Baccharis p. 'Pigeon Point'</i> Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	<i>Carissa m. 'Green Carpet'</i> Prostrate Natal Plum	1 Gal	36" O.C.	M	
	<i>Henricocallis hybridus 'Yellow'</i> Yellow Day Lily	1 Gal	24" O.C.	M	
	<i>Lantana 'Gold Mound'</i> Yellow Lantana	1 Gal	36" O.C.	L	
	<i>Lonicera l. 'Halliana'</i> Hall's Honeysuckle	1 Gal	48" O.C.	L	
	<i>Myoporum parvifolium</i> Myoporum	1 Gal	36" O.C.	L	
	<i>Rosmarinus o. 'Huntington Carpet'</i> Prostrate Rosemary	1 Gal	48" O.C.	L	
	<i>Trachelospermum jasminoides</i> Star Jasmine	1 Gal	24" O.C.	M	

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Business Park Landscape Plan



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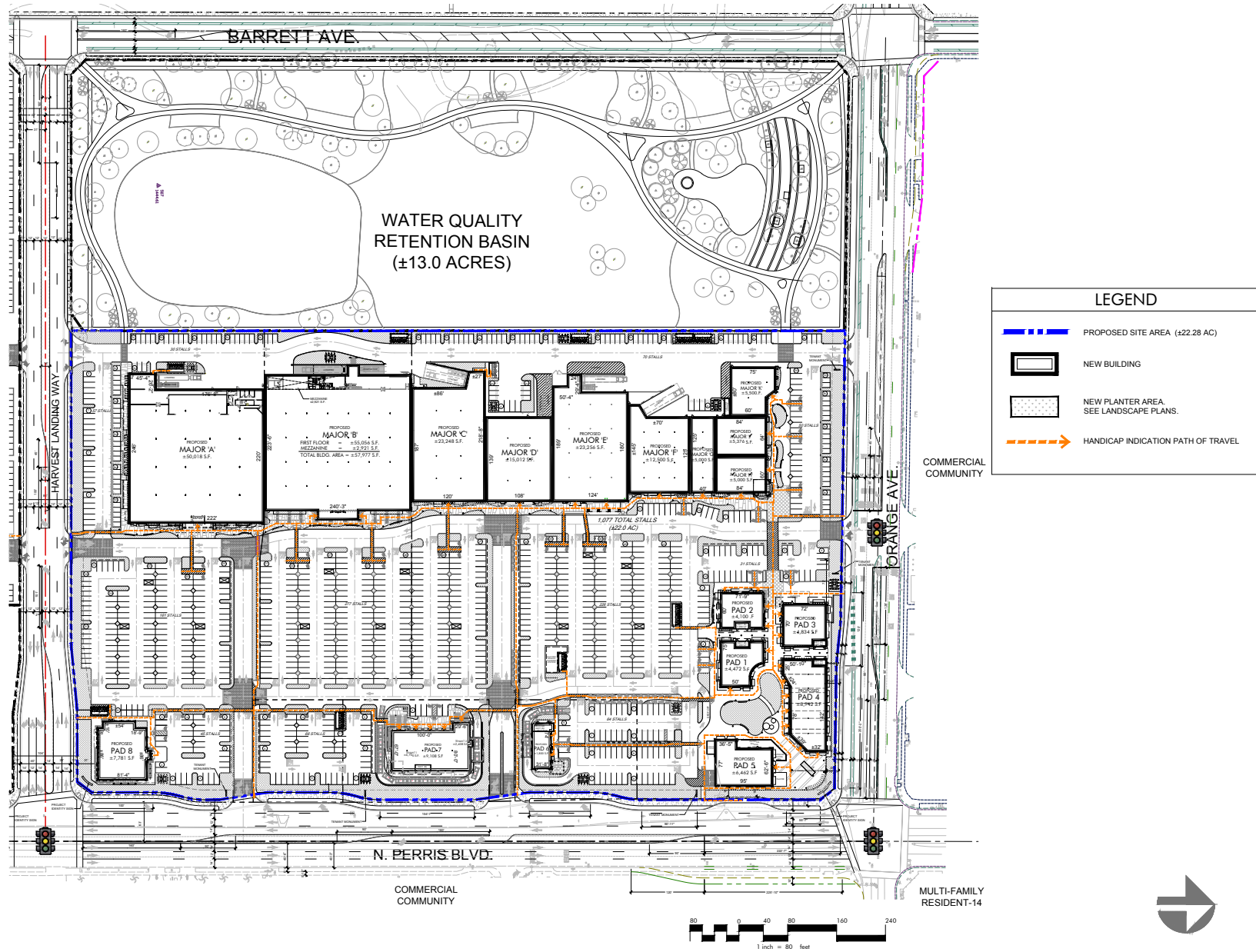
Business Park Landscape Plan



PLANTING LEGEND - BUILDING 7					
TREES					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Cercidium 'Desert Museum'</i> Blue Palo Verde	36" Box	35	L	Standard Street Tree
	<i>Platanus scariofolia</i> London Plane	36" Box	33	M	Standard Street Tree
	<i>Olea europaea</i> Olive	24" Box	10	L	Multi
	<i>Gelsiera parviflora</i> Australian Willow	24" Box	43	M	Standard
	<i>Pinus edulis</i> Alpine Pine	24" Box	29	L	Standard
	<i>Prosopis chilensis</i> Chilean Mesquite	36" Box	34	M	Standard Street Tree
	<i>Schinus molle</i> California Pepper	24" Box	10	L	Multi
	<i>Ulmus parviflora</i> Chinese Elm	15 Gal	60	M	Standard
SHRUBS					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	<i>Baccharis p. 'Centennial'</i> Coyote Bush	5 Gal		L	
	<i>Callistemon 'Little John'</i> Dwarf Bottle Brush	5 Gal		L	
	<i>Cassia phytodes</i> Silvered Cassia	5 Gal		L	
	<i>Dialia bicolor</i> Fortnight Lily	5 Gal		M	
	<i>Eurosa MacDougalii</i> Furze	5 Gal		L	
	<i>Leucophyllum frutescens</i> Texas Ranger	5 Gal		L	
	<i>Ligustrum 'Texanum'</i> Texas Privet	5 Gal		M	
	<i>Muhlenbergia capillaris</i> Pink Muhly	5 Gal		L	
	<i>Muhlenbergia rigens</i> Deer Grass	5 Gal		M	
	<i>Rhamnus californica</i> Coffeeberry	5 Gal		L	
	<i>Rosemarinus o. 'Tuscan Blue'</i> Rosemary	5 Gal		L	
	<i>Salvia o. 'Allen Chickering'</i> Allen Chickering Sage	5 Gal		L	
	<i>Salvia leucantha</i> Mexican Sage	5 Gal		L	
	<i>Westringia confusa</i> Coast Rosemary	5 Gal		L	
	<i>Westringia f. 'Gray Box'</i> Dwarf Coast Rosemary	5 Gal		L	
GROUND COVER					
SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	<i>Acacia redolens 'Low Boy'</i> Dwarf Acacia	1 Gal	8' O.C.	L	
	<i>Baccharis p. 'Pigeon Point'</i> Dwarf Coyote Bush	1 Gal	8' O.C.	L	
	<i>Carissa m. 'Green Carpet'</i> Prostrate Natal Plum	1 Gal	36" O.C.	M	
	<i>Hemerocallis hybridus-Yellow</i> Yellow Day Lily	1 Gal	24" O.C.	M	
	<i>Lantana 'Gold Mound'</i> Yellow Lantana	1 Gal	36" O.C.	L	
	<i>Lonicera j. 'Halliana'</i> Hall's Honeysuckle	1 Gal	48" O.C.	L	
	<i>Myoporum parvifolium</i> Myoporum	1 Gal	36" O.C.	L	
	<i>Rosemarinus o. 'Huntington Carpet'</i> Prostrate Rosemary	1 Gal	48" O.C.	L	
	<i>Trachelospermum jasminoides</i> Star Jasmine	1 Gal	24" O.C.	M	

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Community Shopping Center Conceptual Site Plan



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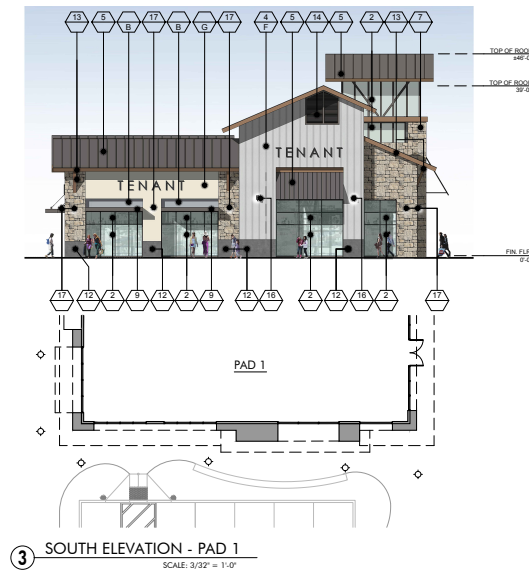
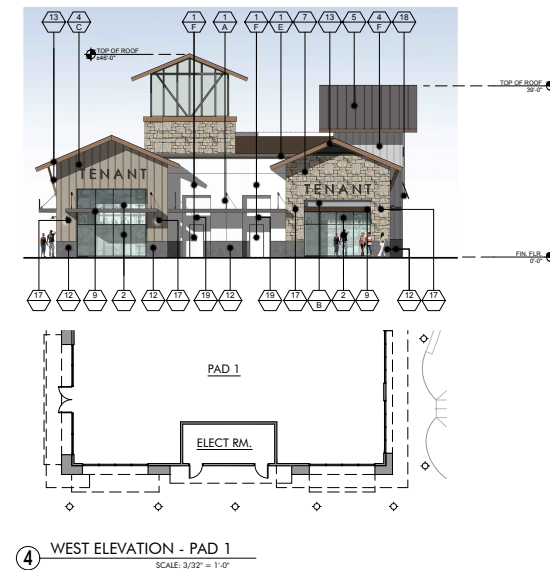
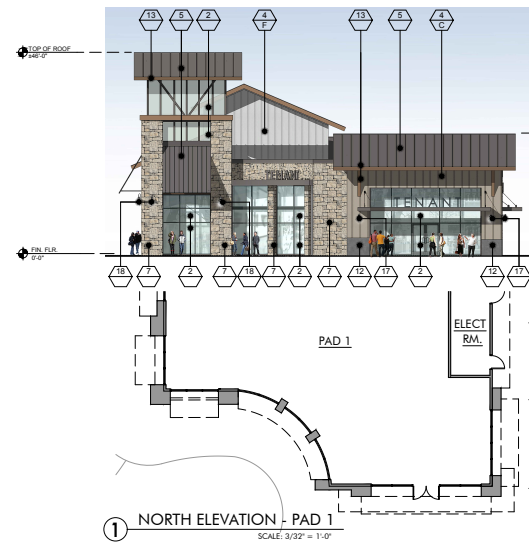
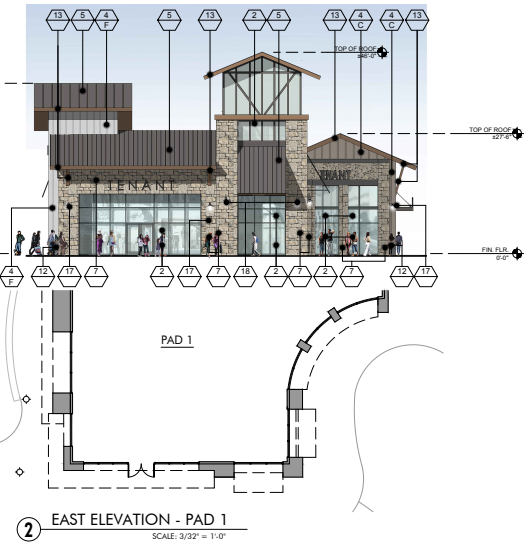
Community Shopping Center Elevations



FINISH LEGEND			
KEY	MATERIAL	KEY	MATERIAL
17	TRASH RECEPTACLES MANUFACTURER: VICTOR STANLEY MODEL: BLACK	25	STUCCO - SMOOTH MANUFACTURER: HUNTERLAND STUCCO MODEL: WHITE COLOR: WHITE
18	BANK BACKS MANUFACTURER: VICTOR STANLEY MODEL: BLACK COLOR: BLACK	26	STONEFRONT MANUFACTURER: INTERSTATE BRICK MODEL: TAN MODULAR 2-1/4 COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
19	METAL AWNINGS MANUFACTURER: METAL SALES MODEL: NATURAL LOC 100 COLOR: NATURAL GRAY	27	SPANNER GLASS VITRO ARCH GLASS AVIDE BROWN GRAY #2 VITRO ARCH GLASS 1" CLEAR FLAT GLASS
20	CONCRETE PAVING MANUFACTURER: ANDERSTONE MODEL: 4-1/2" NO CHAMFER, RUNNING BOND COLOR: BELLASINI BLEND	28	WOOD VENEER MANUFACTURER: INTERSTATE BRICK MODEL: TAN MODULAR 2-1/4 COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
21	CONCRETE PAVING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: ACID WASH FINISH, SAW CUT LINES COLOR: NATURAL GRAY	29	BATTEN BOARD SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: PRIMER AND PAINTED W/ 2 COATS FLAT ACRYLIC LATEX, EGGSHELL BY DUANE EDWARDS
22	GREENSCREEN MANUFACTURER: GREENSCREEN COLOR: MATTE TEXTURE GREEN	30	STANDING SEAM METAL ROOF MANUFACTURER: METAL SALES MODEL: NATURAL LOC 100 COLOR: SLATE GRAY 100R
23	PATIO FURNITURE MANUFACTURER: EMU CONTRACT MODEL: 4000-RED - 4000-CHINESE, 32" X 16" CANE AND WEAVER TABLE - 30" X 30" - 32" X 16" UMBRELLA - ALUMINUM SQUARE (TOP 4' X 16") STEEL BASE OF 30" X 16" X 16"	31	METAL WALL PANELS MANUFACTURER: METAL SALES MODEL: 1000-1000 WALL PANEL COLOR: SLATE GRAY 100R
24	STRING LIGHTS MANUFACTURER: TSVI LIGHTING MODEL: LITREPHIRE LED 3000K USE IF STEEL CABLE (WIRE BY OTHERS)	32	STONE VENEER MANUFACTURER: HUNTERLAND STONE MODEL: HUNTERLAND STONE COLOR: VENEERED TRAIL
25	WALL LIGHT - LOADING AREAS MANUFACTURER: TSVI LIGHTING MODEL: 1000-1000 WALL LIGHT (SMALL) - DOWN COLOR: VENEERED TRAIL	33	SEDS MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: PRIMER AND PAINTED W/ 2 COATS FLAT ACRYLIC LATEX, EGGSHELL BY DUANE EDWARDS
26	COMPOSITE SIDING MANUFACTURER: AZEK MODEL: OPEN LOFT CLADDING COLOR: WEATHERED TEAK	34	METAL CANOPY MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
27	CAR BLOCK MANUFACTURER: ORCO BLOCK MODEL: SPLIT FACE BLOCK COLOR: NATURAL GRAY	35	METAL FRAMING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
28	CAR BLOCK MANUFACTURER: ORCO BLOCK MODEL: SPLIT FACE BLOCK COLOR: NATURAL GRAY	36	METAL TRUSS, POST & STEEL FRAMING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
29	WOOD BEAM HEADER WOOD VENEER BEAM FINISH: SEMI TRANSPARENT STAIN COLOR COLOR: RUSTIC CEDAR	37	PRECAST CONCRETE BASE MANUFACTURER: EMU CONTRACT MODEL: 4000-RED - 4000-CHINESE, 32" X 16" CANE AND WEAVER TABLE - 30" X 30" - 32" X 16" UMBRELLA - ALUMINUM SQUARE (TOP 4' X 16") STEEL BASE OF 30" X 16" X 16"
30	ENTRY DRIVE PAVING MANUFACTURER: ANDERSTONE MODEL: PALERNO COLOR: ARTISAN PAVING	38	WOOD SIDING / FASCIA MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: WHITE
31	MANUFACTURER: IN SHADE OR EQUAL MODEL: TRELLE SHADE - RETRACTABLE COLOR: WHITE	39	OLYMPIC COLOR: BUTTERNUT SLIP COLOR WATERPROOFING STAIN / SEALER
32	STANDING SEAM COVERED PATIO IN METAL FRAME MANUFACTURER: METAL SALES MODEL: NATURAL LOC 100 COLOR: SLATE GRAY 100R	40	WALL LOUVERS MANUFACTURER: ARCHITECTURE WALL LOUVERS MODEL: 4" STANDARD BLACK COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
KEY	PAINT COLORS	KEY	PAINT COLORS
41	PANT COLOR: GOLDENRODS BY DUANE EDWARDS	41	METAL BRACKETS MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
42	PANT COLOR: SILVER LINED DESIGNS BY DUANE EDWARDS	42	WALL SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
43	PANT COLOR: DRIFTING LIGHTS BY DUANE EDWARDS	43	WALL SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
44	PANT COLOR: BARKY MOUNTAIN DESIGNS BY DUANE EDWARDS	44	WALL SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
45	PANT COLOR: BANK VAULT DESIGNS BY DUANE EDWARDS	45	WALL SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
46	PANT COLOR: SILVER SETTING DESIGNS BY DUANE EDWARDS	46	WALL SIDING MANUFACTURER: HARDC BOARD MODEL: HANDED PLANK (SHEDDING) 1/2" X 3/4" COLOR: ARCTIC WHITE SPROUT COLOR: BRIGHT WHITE BY DUANE EDWARDS
47	PANT COLOR: ALWAYS ALMOND BY PPG 1000-1	47	PRESTRESS POLE LIGHT MANUFACTURER: EMU CONTRACT MODEL: 4000-RED - 4000-CHINESE, 32" X 16" CANE AND WEAVER TABLE - 30" X 30" - 32" X 16" UMBRELLA - ALUMINUM SQUARE (TOP 4' X 16") STEEL BASE OF 30" X 16" X 16"
48	PANT COLOR: BIRCH JADE BY PPG 1000-1	48	WOOD SIDING / FASCIA MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: WHITE
49	PANT COLOR: WEATHERED LEATHER DESIGNS BY DUANE EDWARDS	49	OLYMPIC COLOR: BUTTERNUT SLIP COLOR WATERPROOFING STAIN / SEALER
50	PANT COLOR: SILVER LINED DESIGNS BY DUANE EDWARDS	50	WALL LOUVERS MANUFACTURER: ARCHITECTURE WALL LOUVERS MODEL: 4" STANDARD BLACK COLOR: DEEP BLACK BEAN - SEMI GLOSS BY DUANE EDWARDS
51	PANT COLOR: HARTFORD GREEN BY SHERRIN WILLIAMS	51	TRUSS LIGHTS MANUFACTURER: TSVI LIGHTING MODEL: LITREPHIRE LED 3000K USE IF STEEL CABLE (WIRE BY OTHERS)

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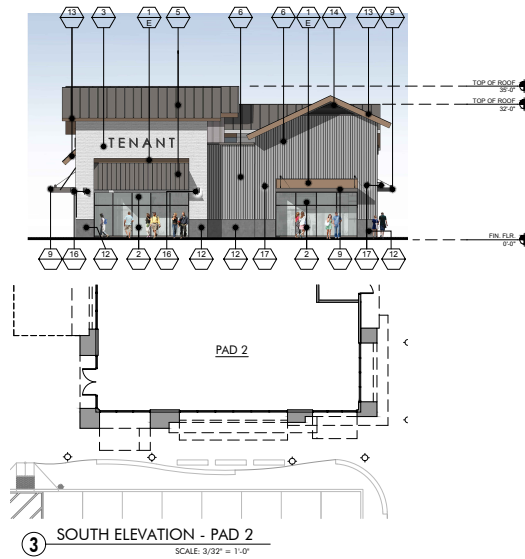
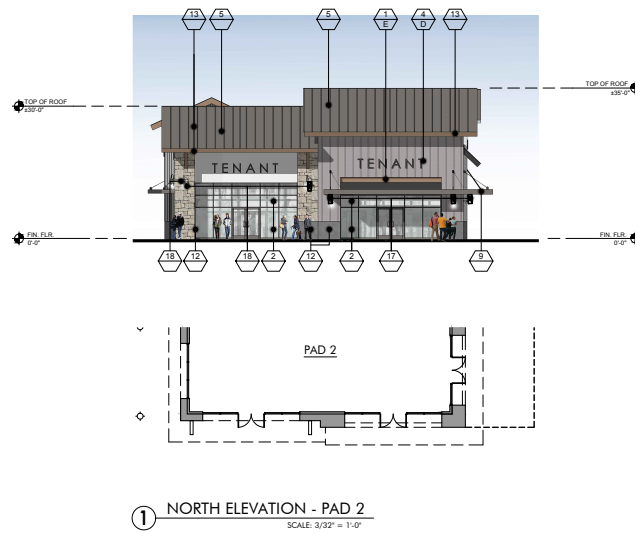
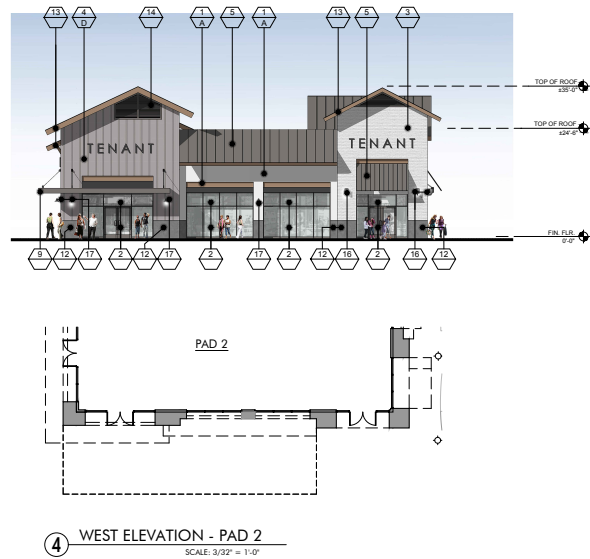
Community Shopping Center Elevations



FINISH LEGEND	
KEY	MATERIAL
23	TRASH RECEPTACLES MANUFACTURER: VICTOR STANLEY MODEL: SSC-36 COLOR: BLACK
24	BIKE RACKS MANUFACTURER: VICTOR STANLEY MODEL: FREESIA BIKE RACK COLOR: BLACK
25	METAL AWNING MANUFACTURER: METAL SALES MODEL: MAGNOLIA 180 COLOR: MISTIQUE PLUS (W31)
26	CONCRETE PAVERS MANUFACTURER: ACKERSTONE MODEL: 4x8- NO CHAMFER, RUNNING BOND COLOR: BELLAUNA BLEND
27	CONCRETE PAVING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: ACES READY PRIMER, SAW CUT LINES COLOR: NATURAL GRAY
28	GREENSCREEN MANUFACTURER: GREENSCREEN COLOR: MATTE TEXTURE GREEN
29	PATIO FURNITURE MANUFACTURER: EMU CONTRACT SEGO 4088 - ARM CHAIR, 22" x 18" x 30" CANNED MESH TABLE, 36" x 30", 22" x 18" x 30" UMBRELLA - ALUMINUM SQUARE (11" x 11") COLOR: CANOPY BEIGE
30	STEEL BARK PANEL 24" x 30" x 1/2" SILVER
31	STRING LIGHTS MANUFACTURER: TIVOLI LIGHTING MODEL: LITCHFIELD LED, 30W USE 7' STEEL CABLE WIRE (BY OTHERS) COLOR: CLEAR
32	WALL LIGHT - LOADING AREAS MANUFACTURER: KM LIGHTING MODEL: WOS (WALL DIRECTOR SMALL) - DOWN COLOR: B.T. - BLACK MATTE TEXTURE
33	COMPOSITE Siding MANUFACTURER: ADEK MODEL: CHARTER CLADDING COLOR: WEATHERED TEAK
34	CMU BLOCK MANUFACTURER: ORCO BLOCK MODEL: SPLIT FACE BLOCK COLOR: NATURAL GRAY
35	CMU BLOCK MANUFACTURER: ORCO BLOCK MODEL: SPLIT FACE BLOCK COLOR: BLACK 100
36	WOOD BEAM/HEADER WOOD VENEER BEAM FINISH: SEMI-TRANSPARENT STAIN COLOR COLOR: RUSTIC CEDAR
37	ENTRY DRIVE PAVERS MANUFACTURER: ACKERSTONE MODEL: PALERMO COLOR: ANTIQUE PEWTER
38	MANUFACTURER: FX SHADE OR EQUAL MODEL: TRELLIS SHADE - RETRACTABLE COLOR: WHITE
39	STANDING SEAM COVERED PATIO W/ METAL FRAME MANUFACTURER: METAL SALES MODEL: MAGNOLIA 180 COLOR: SLATE GRAY (W31)
PAINT COLORS	
40	PANT COLOR: HUGO DEW379 BY DUNN EDWARDS
41	PANT COLOR: SILVERLINED DE833 BY DUNN EDWARDS
42	PANT COLOR: DRIFTING DEC770 BY DUNN EDWARDS
43	PANT COLOR: SMOKEY MOUNTAIN DE839 BY DUNN EDWARDS
44	PANT COLOR: BANK VAULT DE835 BY DUNN EDWARDS
45	PANT COLOR: SILVER SETTING DE839 BY DUNN EDWARDS
46	PANT COLOR: ALWAYS ALMOND BY PPG 1099-1
47	PANT COLOR: JERICO JADE BY PPG 1424
48	PANT COLOR: WEATHERED LEATHER DE818 BY DUNN EDWARDS
49	PANT COLOR: KILN DRED DET962 BY DUNN EDWARDS
50	PANT COLOR: HARTFORD GREEN BY SHERWIN WILLIAMS
KEY	MATERIAL
51	STUCCO - SMOOTH MANUFACTURER: HIGHLAND STUCCO FINISH: STEEL TROWEL - PAINTED DUNN EDWARDS
52	STONEFRONT MANUFACTURER: ARCADIA - COLOR: 485 DAWN BRONZE AB-7 STONEFRONT GLASS VITRO ARCH GLASS - 1" CLEAR FLOAT GLASS BRANDES GLASS VITRO ARCH GLASS AVE53 WARM GRAY #2
53	BRICK VENEER MANUFACTURER: INTERSTATE BRICK MODEL: THIN MODULAR 2 x 8 COLOR: ARCTIC WHITE GROUT COLOR: K81 BRIGHT WHITE BY CUSTOMER BUILDING PRODUCT
54	BATTEN BOARD Siding MANUFACTURER: HARDIE BOARD MODEL: HARDIE PLANK SMOOTH VERTICAL PANELS 17" x 4" x 1/2" W/ TBM SCARPS (1" x 3") COLOR: PRIMER AND PAINTED W/ 2 COATS FLAT COLOR: LATEX EGGSHELL BY DUNN EDWARDS W/ TBM SCARPS AT 12" CENTER TO CENTER
55	STANDING SEAM METAL ROOF MANUFACTURER: METAL SALES MODEL: MAGNOLIA 180 COLOR: SLATE GRAY (W31)
56	METAL WALL PANELS MANUFACTURER: METAL SALES MODEL: 84" x 180" METAL PANEL COLOR: SLATE GRAY (W31)
57	STONE VENEER MANUFACTURER: ELORADO STONE MODEL: ROUGHOUT COLOR: VINEYARD TRAIL
58	Siding MANUFACTURER: HARDIE BOARD MODEL: ARTISAN SQUARE CHANNEL COLOR: PRIMER TO PAINT
59	METAL CANOPY MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DE 6385 BLACK BEAN - SEMI GLOSS BY DUNN EDWARDS
60	METAL FRAME FACADE COLOR: DET 880 MOODY BLUES - SEMI GLOSS BY DUNN EDWARDS
61	METAL TRELLIS, POST & STEEL FRAMING MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DE 6385 BLACK BEAN - SEMI GLOSS BY DUNN EDWARDS
62	PRECAST CONCRETE BASE MANUFACTURER: EMPIRE PRECAST FINISH: SANDSTONE COLOR: NATURAL GRAY
63	WOOD EAVES / FASIA MANUFACTURER: BY GENERAL CONTRACTOR CLIMING SOLID COLOR WATERPROOFING STAIN / SEALER
64	WALL LOUVERS MANUFACTURER: ARCHITECTURE WALL LOUVERS MODEL: 4" STANDARD BLADE COLOR: DE 6385 BLACK BEAN - SEMI GLOSS BY DUNN EDWARDS
65	METAL BRACKETS MANUFACTURER: BY GENERAL CONTRACTOR FINISH: PAINTED COLOR: DE 6385 BLACK BEAN - SEMI GLOSS BY DUNN EDWARDS
66	WALL SCONCE MANUFACTURER: HEISS MODEL: LED VILLAGE 375 WALL MOUNT COLOR: BLACK
67	WALL SCONCE MANUFACTURER: INTROQUE LIGHTING LED MODEL: LARGE RETRO COLOR: BLACK
68	WALL SCONCE MANUFACTURER: INTROQUE LIGHTING LED MODEL: EPIC COLOR: BLACK
69	WALL SCONCE SERVISE DOORIN MANUFACTURER: BEGA MODEL: 35 55 LED COLOR: BLACK
70	PEDESTRIAN POLE LIGHT MANUFACTURER: INTROQUE LIGHTING LED MODEL: ELEGANT, SIDE ARM SHEPHERDS CROOK MOUNT POLE: PAD SERIES 15' HIGH
71	SEAL LIGHTS MANUFACTURER: TMS LIGHTING MODEL: 30x18 LED COLOR: MATTE BLACK
72	TRELLIS LIGHTS MANUFACTURER: LIGHTWAY MODEL: POSH 3-LED COLOR: SATIN BLACK

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Community Shopping Center Elevations

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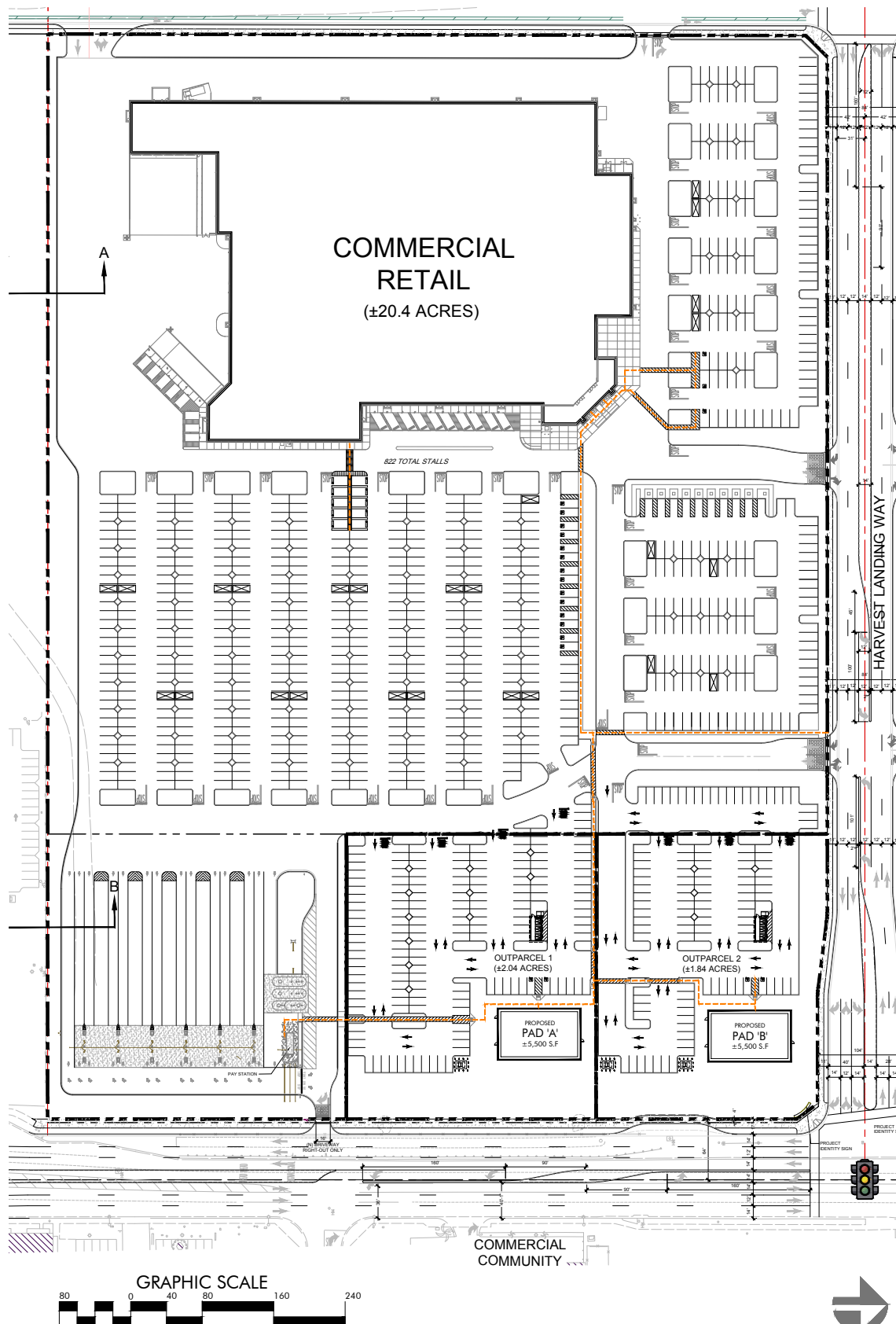
Community Shopping Center Landscape Plan



PLANT PALETTE				
Symbol	Botanical Name	Common Name	WUCOLS REGION 4	Qty.
TREES				
	<i>Chilopsis linearis</i> 'Rubra'	Desert Willow	Low	36" Box Std. 81
	<i>Cercis c.</i> Forest Pansy	Forest Pansy Redbud	Low	24" Box Std. 17
	<i>Geijera parviflora</i>	Australian Willow	Mod	15 Gallon Std. 135
	<i>Lagerstroemia</i> hybrid 'Tuscarora'	Hybrid Crape Myrtle	Low	24" Box Std. 16
	<i>Lagerstroemia l.</i> Natchez	Natchez Crape Myrtle	Mod	24" Box Std. 25
	<i>Olea europaea</i> 'Wilsoni'	Fruitless Olive	Low	48" Box Mult. 14
	<i>Pinus eldarica</i>	Mandel Pine	Low	24" Box Std. 96
	<i>Platanus x acerifolia</i>	London Plane Tree	Mod	24" Box Std. 36
	<i>Platanus racemosa</i>	California Sycamore	Low	48" Box Mult. 3
	<i>Pyrus calleryana</i> 'Chanticleer'	Callery Pear	Mod	24" Box Std. 79
	<i>Quercus r.</i> Fastigiata	English Oak	Mod	36" Box Std. 59
	<i>Tritanra conferta</i>	Bilbame Box	Mod	24" Box Std. 76
	<i>Ulmus parvifolia</i> 'Drake'	Drake Evergreen Chinese Elm	Low	15 Gallon Std. 55
	<i>Zelkova serrata</i> 'City Sprite'	City Sprite Zelkova	Mod	36" Box Std. 113
SHRUBS/ GROUNDCOVERS				
	<i>Agave d.</i> 'Variegata'	Variegated Smooth Agave	Low	
	<i>Aloe Blue Elf</i>	Blue Elf Aloe	Low	
	<i>Anigozanthos flavus</i>	Kangaroo Paw	Low	
	<i>Baccharis p.</i> 'Twin Peaks'	Coyote Bush	Low	
	<i>Caesalpinia gilliesii</i>	Mexican Bird of Paradise	Low	
	<i>Callistemon v.</i> 'Little John'	Dwarf Bottlebrush	Low	
	<i>Citrus purpureus</i>	Orchid Rock Rose	Low	
	<i>Dasylion wheeleri</i>	Desert Spoon	Low	
	<i>Eremophila g.</i> 'Mingnew Gold'	Gold Emu Bush	Low	
	<i>Furcraea f.</i> 'Mediopicta'	Mauritius Hemp	Low	
	<i>Grevillea lanigera</i> 'Coastal Gem'	Coastal Gem Grevillea	Low	
	<i>Muhlenbergia capillaris</i>	Pink Muhly Grass	Low	
	<i>Lantana New Gold</i>	New Gold Lantana	Low	
	<i>Leucophyllum f.</i> 'Compacta'	Texas Ranger	Low	
	<i>Lomandra 'Beesee'</i>	Dwarf Mat Rush	Low	
	<i>Lomandra 'Platinum Beauty'</i>	Platinum Beauty Lomandra	Low	
	<i>Leucophyllum f.</i> 'Texas Ranger'	Texas Ranger	Low	
	<i>Penstemon h.</i> 'Margarita BOP'	Margarita BOP Blue Bedder	Low	
	<i>Rosa Flower Carpet</i>	Groundcover Rose	Mod	
	<i>Rosmarinus o.</i> 'Huntington Carpet'	Creeping Rosemary	Low	
	<i>Russelia equisetiformis</i>	Coral Fountain	Mod	
	<i>Salvia greggii</i> 'Flame'	Furman's Red Autumn Sage	Low	
	<i>Salvia leucantha</i>	Mexican Bush Sage	Low	
	<i>Westlingia f.</i> 'Munda'	Mundt Coast Rosemary	Low	
	<i>Zauschneria californica</i>	California Fuchsia	Low	
ACCENT SHRUBS				
	<i>Agave 'Blue Glow'</i>	Blue Glow Agave	Low	
	<i>Aloe Blue Elf</i>	Blue Elf Aloe	Low	
	<i>Bougainvillea 'Raspberry Ice'</i>	Bougainvillea	Low	
	<i>Butiline frutescens</i> 'Hallmark'	Stalked Bulbine	Low	
	<i>Lavandula 'Meeita'</i>	Meeita English Lavender	Low	
SCREEN SHRUBS				
	<i>Rhamnus californica</i> 'Eve Case'	Dwarf Coffeeberry	Low	
	<i>Westlingia 'Blue Gem'</i>	Blue Gem Coast Rosemary	Low	

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Commercial Big Box Retail Conceptual Site Plan



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 3-22

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Commercial Big Box Retail Elevations



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Commercial Big Box Retail Landscape Plan



PLANT PALETTE					
Symbol	Botanical Name	Common Name	WUCOLS REGION 4	Size	Qty.
TREES					
	<i>Chilopsis linearis</i> 'Bubba'	Desert Willow	Low	36" Box Std.	81
	<i>Cercis c.</i> 'Forest Pansy'	Forest Pansy Redbud	Low	24" Box Std.	17
	<i>Geijera parviflora</i>	Australian Willow	Mod	15 Gallon Std.	135
	<i>Lagerstroemia hybrid</i> 'Tuscarora'	Hybrid Crape Myrtle	Low	24" Box Std.	16
	<i>Lagerstroemia l.</i> 'Natchez'	Natchez Crape Myrtle	Mod	24" Box Std.	25
	<i>Olea europaea</i> 'Wilsoni'	Fruitless Olive	Low	48" Box Multi.	14
	<i>Pinus eldarica</i>	Mandell Pine	Low	24" Box Std.	96
	<i>Platanus x acerifolia</i>	London Plane Tree	Mod	24" Box Std.	36
	<i>Platanus racemosa</i>	California Sycamore	Low	48" Box Multi.	3
	<i>Pyrus calleryana</i> 'Chanticleer'	Cattery Pear	Mod	24" Box Std.	79
	<i>Quercus r.</i> 'Fastigiata'	English Oak	Mod	36" Box Std.	59
	<i>Tristania conferta</i>	Brisbane Box	Mod	24" Box Std.	76
	<i>Ulmus parvifolia</i> 'Drake'	Drake Evergreen Chinese Elm	Low	15 Gallon Std.	55
	<i>Zelkova serrata</i> 'City Sprite'	City Sprite Zelkova	Mod	36" Box Std.	113

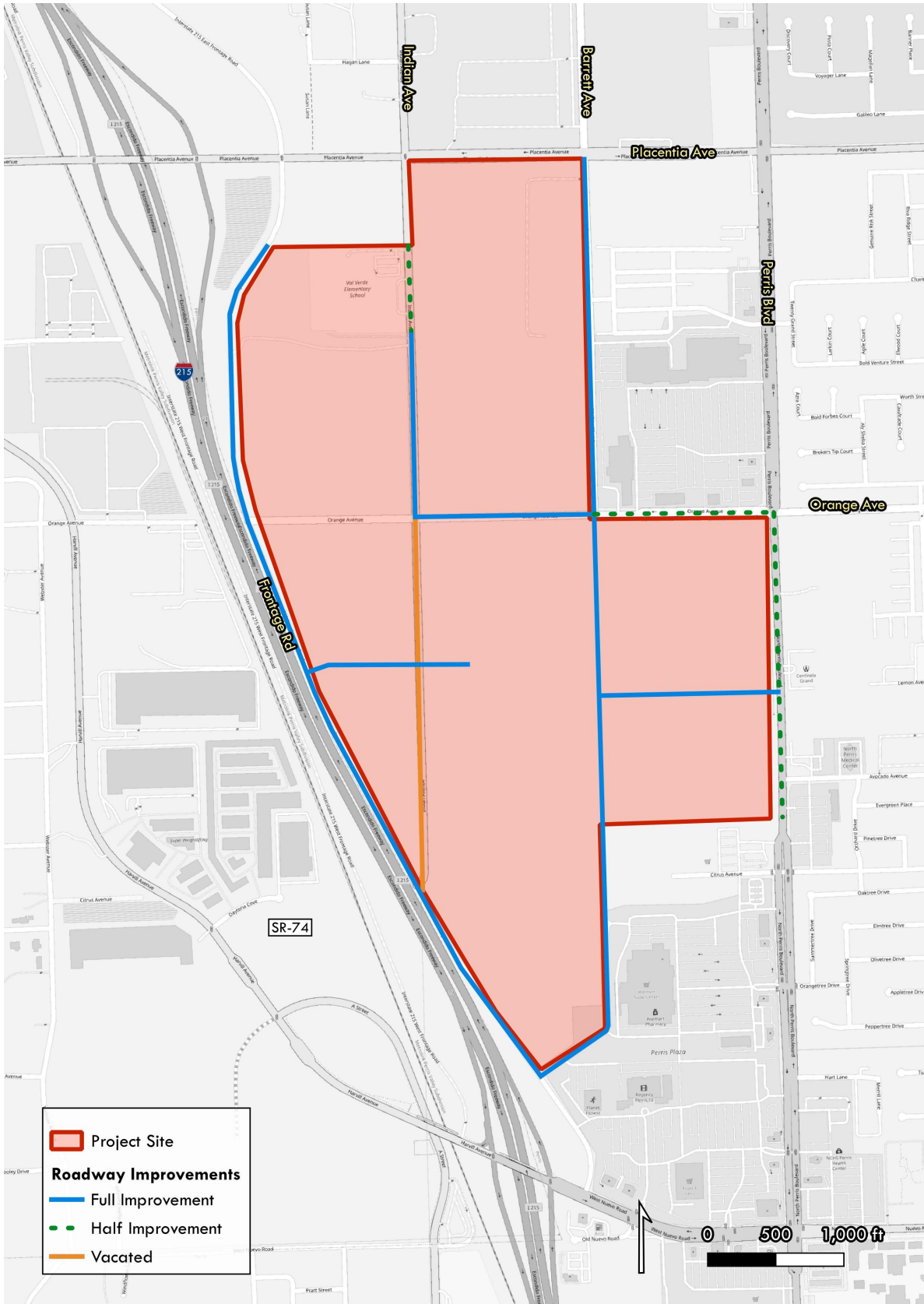
Symbol	Botanical Name	Common Name	WUCOLS REGION 4
SHRUBS/ GROUNDCOVERS			
	<i>Agave d.</i> 'Variegata'	Variegated Smooth Agave	Low
	<i>Aloe 'Blue Elf'</i>	Blue Elf Aloe	Low
	<i>Anigozanthos flavidus</i>	Kangaroo Paw	Low
	<i>Baccharis p.</i> 'Twin Peaks'	Coyote Bush	Low
	<i>Caesalpinia gilliesii</i>	Mexican Bird of Paradise	Low
	<i>Callistemon v.</i> 'Little John'	Dwarf Bottlebrush	Low
	<i>Cistus purpureus</i>	Orchid Rock Rose	Low
	<i>Dasylium wheeleri</i>	Desert Spoon	Low
	<i>Eremophila g.</i> 'Mingenew Gold'	Gold Emu Bush	Low
	<i>Furcraea f.</i> 'Mediopicta'	Mauritius Hemp	Low
	<i>Grevillea lanigera</i> 'Coastal Germ'	Coastal Germ Grevillea	Low
	<i>Muhlenbergia capillaris</i>	Pink Muhly Grass	Low
	<i>Lantana 'New Gold'</i>	New Gold Lantana	Low
	<i>Leucophyllum f.</i> 'Compacta'	Texas Ranger	Low
	<i>Lomandra 'Breesei'</i>	Dwarf Mat Rush	Low
	<i>Lomandra 'Platinum Beauty'</i>	Platinum Beauty Lomandra	Low
	<i>Leucophyllum f.</i> 'Texas Ranger'	Texas Ranger	Low
	<i>Penstemon h.</i> 'Margaret BOP'	Margaret BOP Blue Bedder	Low
	<i>Rosa 'Flower Carpet'</i>	Groundcover Rose	Mod
	<i>Romatulus o.</i> 'Huntington Carpet'	Creeping Rosemary	Low
	<i>Russelia equisetiformis</i>	Coral Fountain	Mod
	<i>Salvia greggii</i> 'Fame'	Furnman's Red Autumn Sage	Low
	<i>Salvia leucantha</i>	Mexican Bush Sage	Low
	<i>Westringia f.</i> 'Mundia'	Mundia Coast Rosemary	Low
	<i>Zauschneria californica</i>	California Fuchsia	Low

ACCENT SHRUBS			
	<i>Agave 'Blue Glow'</i>	Blue Glow Agave	Low
	<i>Aloe 'Blue Elf'</i>	Blue Elf Aloe	Low
	<i>Bougainvillea 'Raspberry Ice'</i>	Bougainvillea	Low
	<i>Bulbine frutescens</i> 'Hallmark'	Staked Bulbine	Low
	<i>Lavandula 'Meerlo'</i>	Meerlo English Lavender	Low

SCREEN SHRUBS			
	<i>Rhamnus californica</i> 'Eve Case'	Dwarf Coffeeberry	Low
	<i>Westringia 'Blue Germ'</i>	Blue Germ Coast Rosemary	Low

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Roadway Improvements

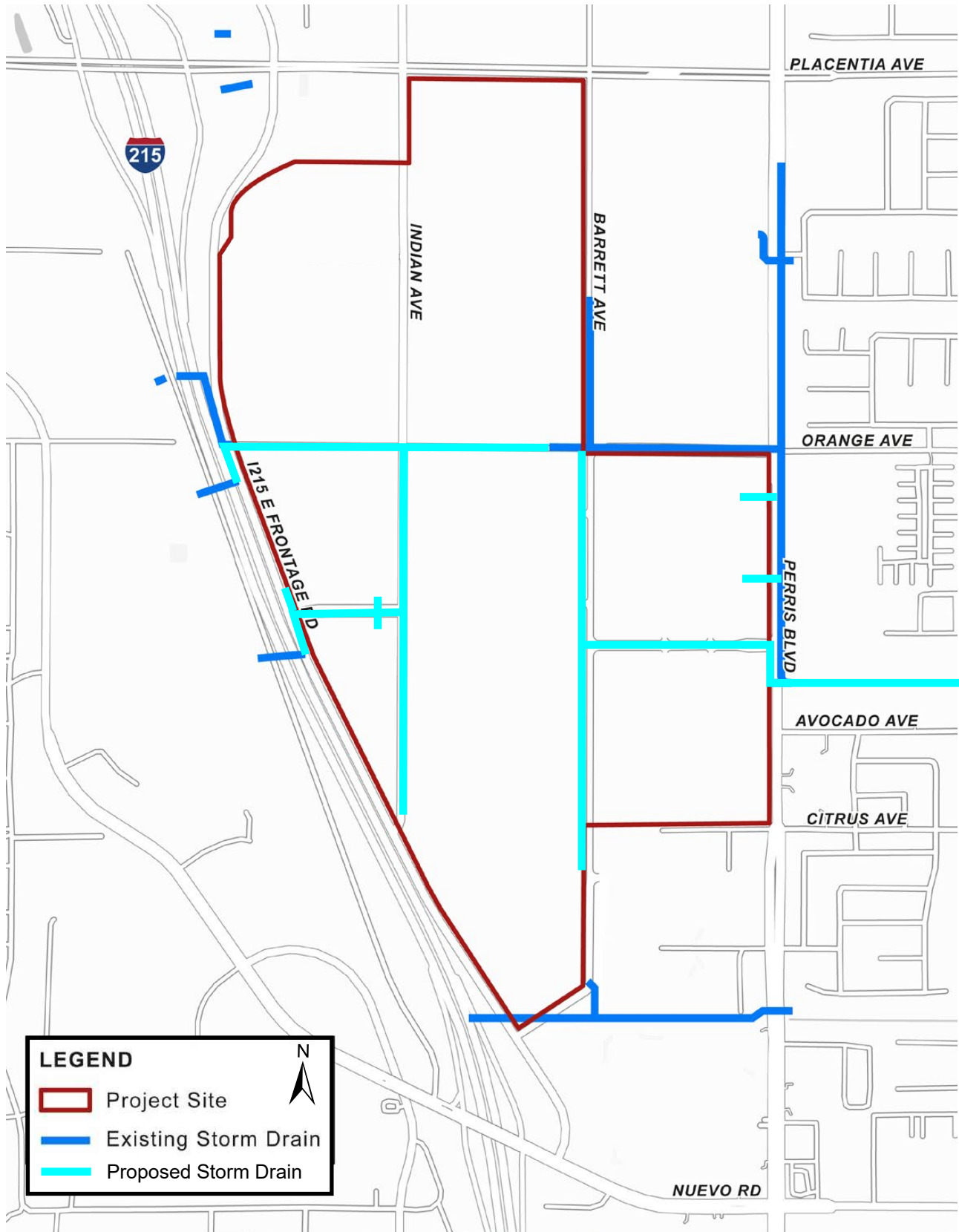


Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 3-25

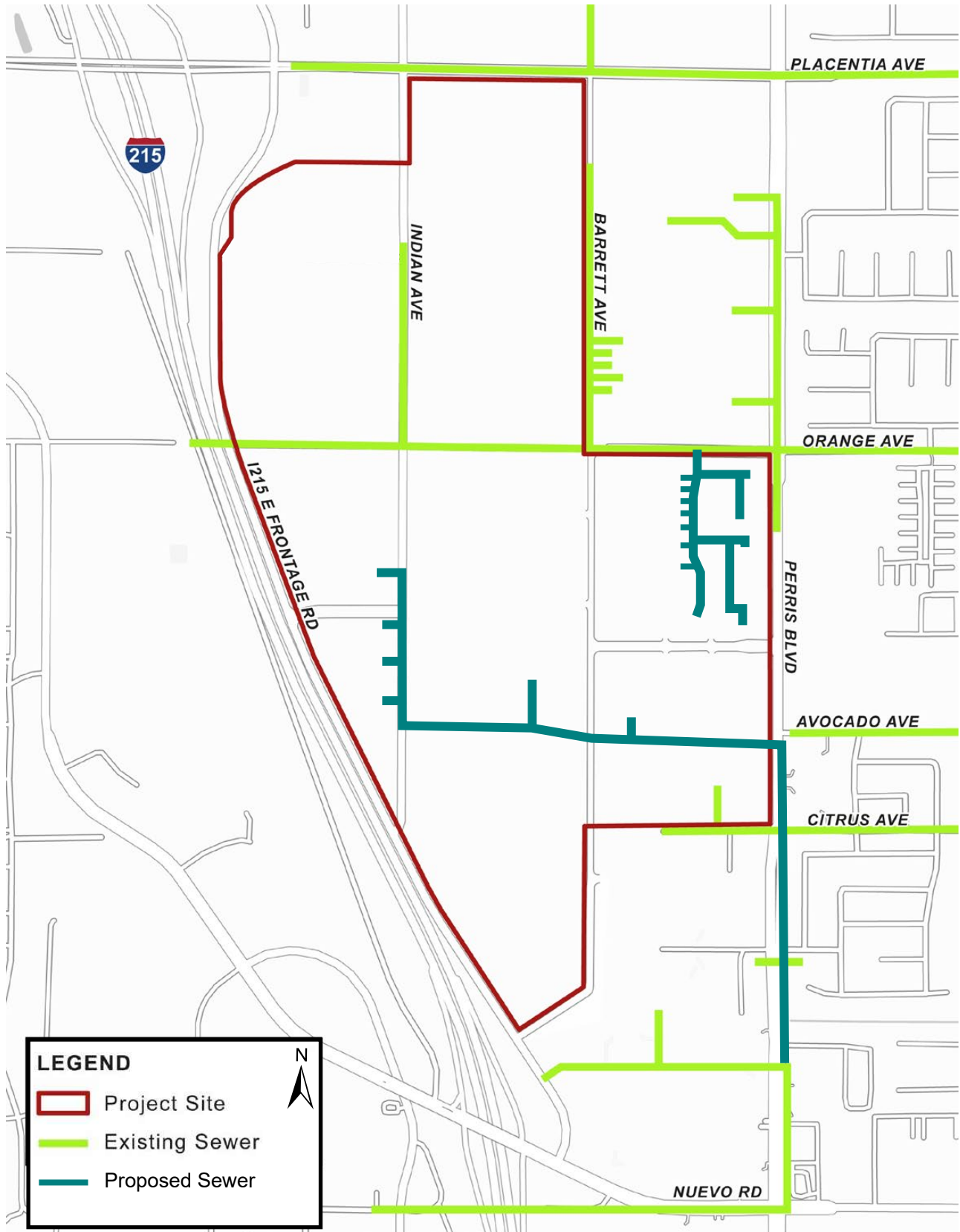
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Proposed Stormwater Infrastructure



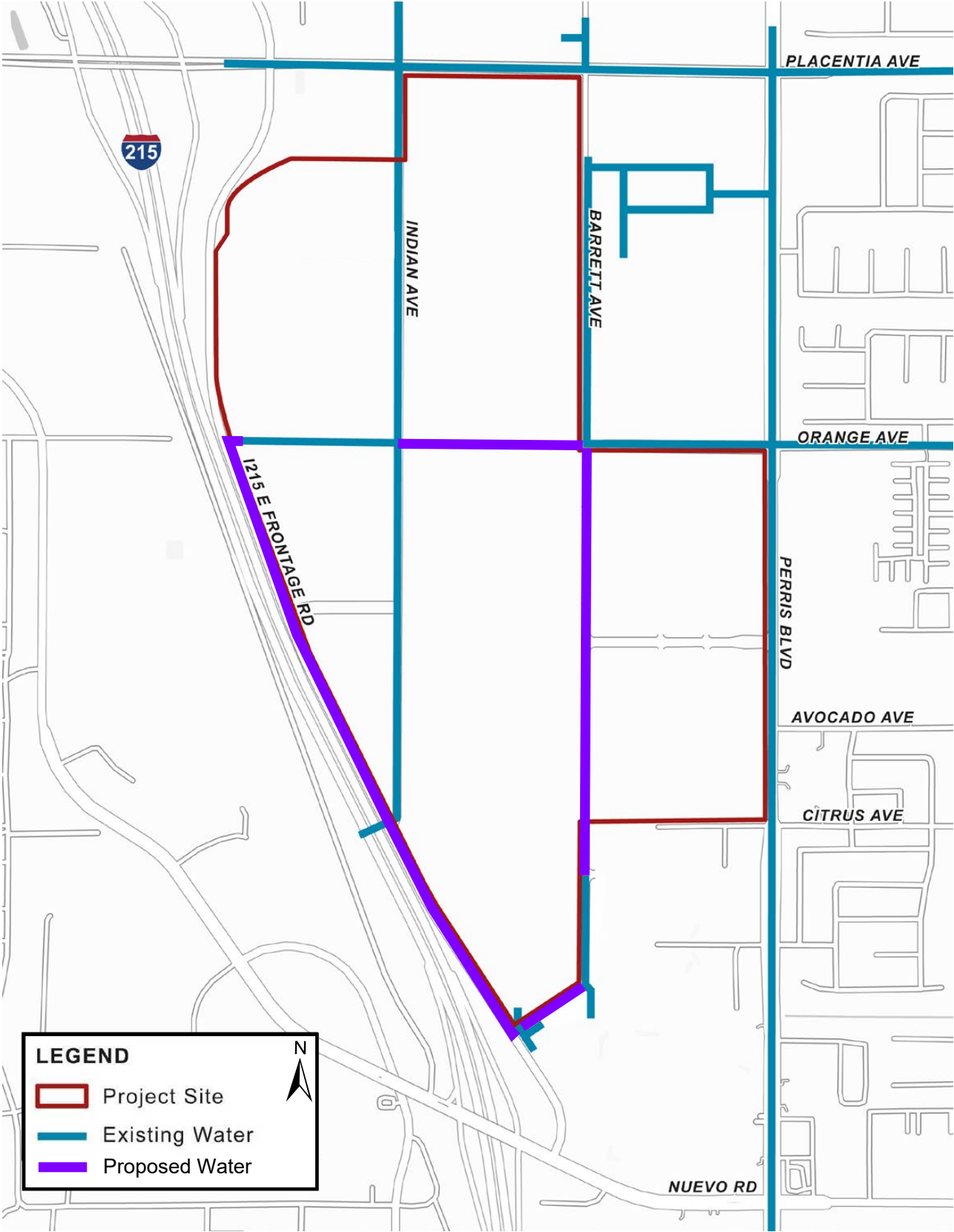
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Sewer Infrastructure Improvements



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Water Infrastructure Improvements



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3.6 PROJECT DESIGN FEATURES AND EXISTING PLANS, PROGRAMS, OR POLICIES

Throughout the impact analysis in this Draft EIR, reference is made to plans, programs, and policies that are applied to all development on the basis of federal, state, or local law, which may effectively reduce potential environmental impacts. Where applicable, plans, programs, and policies are listed to show their effect in reducing potential environmental impacts. The Project voluntarily incorporates various measures that serve to reduce potentially significant impacts. These measures are referred to as Project Design Features.

3.7 DISCRETIONARY APPROVALS AND PERMITS

The City of Perris has primary approval responsibility for the Project. As such, the City serves as the Lead Agency for this Draft EIR pursuant to State CEQA Guidelines Section 15050. Because the Project requires multiple legislative approvals, the Perris City Council is the decision-making authority for the Project and will consider the Project and will make a final decision to approve, approve with changes, or deny the Project. The City, including the Planning Commission and City Council, will consider the information contained in this EIR and the Project's administrative record in its decision-making processes. In the event of approval of the Project and certification of its EIR, the City would conduct administrative reviews and grant ministerial permits and approvals to implement Project requirements and conditions of approval.

A list of actions under City jurisdiction is provided in Table 3-8, *Project Approvals and Permits* below. Additional discretionary, ministerial and/or administrative actions may be necessary from other governmental agencies to fully implement the Project. Table 3-8 lists the government agencies that are expected to use the Project's EIR during their consultation and review of the Project and its implementing actions and provides a summary of the subsequent actions associated with the Project.

Table 3-8: Project Approvals and Permits

Public Agency	Approval and Decisions
City of Perris	
Project – Discretionary Approvals	
City of Perris City Council	<ul style="list-style-type: none"> Reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program. Approve, conditionally approve, or deny the Project, including: <ul style="list-style-type: none"> Specific Plan Amendment No. 22-05250 to revise land use designations, establish a plan for public facilities, design guidelines, and to annex properties to the north of the Project into the Specific Plan. General Plan Amendment No. 24-05175 to redesignate annexed parcels as Harvest Landing Specific Plan (HL SP). Zone Change No. 24-05176 to rezone the properties being annexed into the Specific Plan and overlay from various zonings to MBU under the Harvest Landing Specific Plan. Development Plan Review (DPR) Nos. 22-00023, 22-00024, 22-00025, 22-05235, 22-05238, 23-00017, 24-00008, and 24-0009 to review the site plans and building elevations for the proposed industrial and commercial buildings. Tentative Tract Map No. 22-05250 (TTM 38810 and 38811) to revise site boundaries within the Harvest Landing Specific Plan. Conditional Use Permit (CUP) Nos. 22-05239, 22-05238, and 22-05005 for proposed warehouse buildings. Development Agreement Amendment(s) to update to the Harvest Landing Development Agreement per the revised Project.

Public Agency	Approval and Decisions
	<ul style="list-style-type: none"> • Senate Bill 330 “Housing Crisis Act of 2019” compliance • Approve a Determination of Biologically Equivalent or Superior Preservation.
Subsequent City of Perris and Ministerial Approvals	
City of Perris Implementing Approvals	<ul style="list-style-type: none"> • Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate • Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate • Issue Grading Permits • Issue Building Permits • Issue Occupancy Permits • Approve Road Improvements Plans • Approval of Roadway Vacations • Issue Encroachment Permits • Accept public right-of-way dedications • Approve Water Quality Management Plan (WQMP)
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit • Issuance of 401 Permit(s)
South Coast Air Quality Management District	<ul style="list-style-type: none"> • Issuance of air quality permits for the installation and operation of backup generators and fire pumps, and compliance with the Warehouse Indirect Source Rule (Rule 2305) for warehouse owners and operators • Issuance of air quality permits for proposed restaurants and compliance with Rule 1138 • Issuance of air quality permits for operation of the proposed gas station and compliance with Rule 219
Eastern Municipal Water District	<ul style="list-style-type: none"> • Approval of design conditions, water, and sewer improvement plans
Riverside County Flood Control & Water Conservation District	<ul style="list-style-type: none"> • Approval of storm drain plans for public storm drains
Riverside County Airport Land Use Commission	<ul style="list-style-type: none"> • Consistency determination with March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
California Department of Fish and Wildlife	<ul style="list-style-type: none"> • Issuance of 1602 Permit(s)

4. Environmental Setting

The purpose of this section is to provide a description of the environmental setting of the Project site and surrounding area as it existed at the time the Notice of Preparation was published, from both a local and regional perspective. In addition to the summary below, detailed environmental setting descriptions are provided in each subsection of Section 5 of this Draft EIR.

4.1 REGIONAL SETTING

The Project site is located in the City of Perris in northwestern Riverside County. The City of Perris encompasses approximately 40 square miles and is located within the Perris Valley, midway between the San Jacinto and the Santa Ana Mountains. Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport (March ARB/IPA). On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley in unincorporated Riverside County. One major freeway and one railroad transect Perris. Interstate 215 (I-215) runs north/south near the western edge of the City and the Burlington Northern Santa Fe Southern line from Riverside traverses through the City along I-215 in the north and transitions southeast along Case Road.

4.2 LOCAL SETTING AND PROJECT LOCATION

The Project site is located in the central portion of the City of Perris, southwest of the intersection of West Placentia Avenue and Barrett Avenue. Regional access to the Project site is provided via I-215 located adjacent to the site to the west, State Route 60 (SR-60) approximately 8 miles to the north, and SR-74 approximately 1.5 miles to the south. The Project site and surrounding area is shown in Figure 3-1, *Regional Location*, and Figure 3-2, *Local Vicinity*, in Section 3.0, *Project Description*, of this Draft EIR.

The Project site is comprised of 118 parcels encompassing approximately 358.28 gross acres. These parcels are identified in Table 3-1, *Specific Plan Assessor's Parcel Numbers*, in Section 3.0, *Project Description*. Offsite improvement areas are currently developed with roadways. The Project site includes two single-family residences, remnants of two previously demolished residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways. The Specific Plan Overlay area contains Val Verde Elementary School. The site is relatively flat with a gentle slope downward to the east. The Specific Plan Area's existing conditions are shown in Figures 4-1 and 4-2, *Existing Site Photos*.

4.3 EXISTING LAND USE AND ZONING

The City of Perris General Plan land use designations for the properties within the Project site include Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P), as shown on Figure 4-3, *Existing General Plan Land Use Designations*. The Harvest Landing Specific Plan establishes the zoning for the properties within the existing Specific Plan boundaries. The existing zoning designations under the Specific Plan include Community Recreation (CRC), Detention Basin (DB), Harvest Lake (HL), Harvest Landing Sports Park (SP), Multiple Business Use (MBU), High Residential (H), Medium High Residential (MH), Medium Residential (M), Low Residential (L), Park (HLP), and Commercial Community (CC). The existing zoning designations for the proposed annexation parcels are Light Agricultural (A1), and Public (P), as shown on Figure 4-4, *Existing Zoning Designations*.

4.4 SURROUNDING LAND USES AND DEVELOPMENT

The Project site is located within a developed area. The surrounding land uses are described in Table 4-1.



Table 4-1: Surrounding Existing Land Uses

	Existing Land Use	General Plan Land Use Designation	Zoning
North	Placentia Avenue followed by single-family residences and industrial uses	Perris Valley Commerce Center Specific Plan (PVCC SP)	Perris Valley Commerce Center- Light Industrial (LI) Perris Valley Commerce Center- Business Professional Office (BPO)
East	Northeast: Barrett Avenue followed by townhomes, a storage yard, and a commercial center. East: Perris Boulevard followed by commercial uses and vacant land	Multi Family Resident 14 (MFR-14) Light Industrial (LI) Community Commercial (CC)	Multi Family Resident 14 (MFR-14) Light Industrial (LI) CC
South	Southeast: A commercial center followed by Perris Boulevard and residences Southwest: I-215 followed by vacant land	CC	CC
West	I-215 followed by various industrial uses and vacant land within unincorporated Riverside County	Light Industrial (Unincorporated Riverside County)	Manufacturing- Heavy (M-H) Manufacturing – Medium (M-M) Industrial Park (I-P) Scenic Highway Commercial (C-P-S) (Unincorporated Riverside County)

Existing Site Photos



Key

-  Viewpoint Location
-  Direction of Sight



View of the Project Site from Frontage Road, looking northeast.

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Existing Site Photos



Key

-  Viewpoint Location
-  Direction of Sight

View of the Project Site and Val Verde Elementary School, from Indian Avenue.

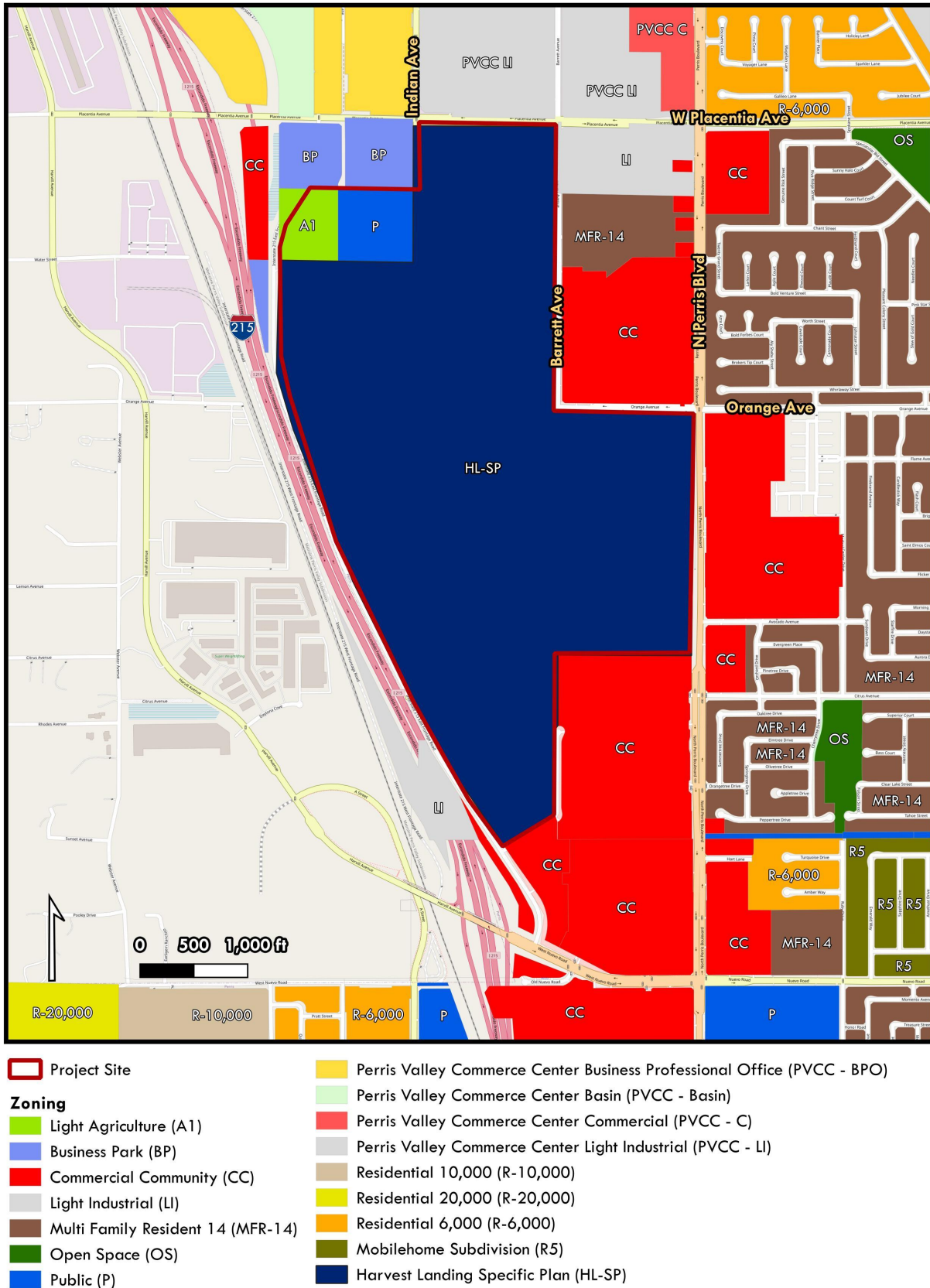
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Existing General Plan Land Use Designation



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Existing Zoning Designations



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 4-4

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4.5 PHYSICAL ENVIRONMENTAL CONDITIONS

CEQA Guidelines Section 15125(a)(1) states that the physical environmental condition in the vicinity of the Project as it existed at the time the EIR's Notice of Preparation was released for public review normally be used as the comparative baseline for the EIR. The Notice of Preparation for this EIR was released for public review on August 9, 2024 through September 9, 2024. The following pages include a description of the physical environmental conditions ("existing conditions") on a regional and local basis at the approximate time the Notice of Preparation was released. More information regarding the Specific Plan Area's environmental setting is provided in the specific subsections of EIR Section 5, *Environmental Analysis*.

4.5.1 Aesthetics

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Project site is located in a primarily developed area with industrial and commercial uses, residences, and roadways. The City of Perris General Plan does not designate specific scenic resources or scenic vistas. Long distance background views of the surrounding foothills to the east are available from public vantage points along West Placentia Avenue, Orange Avenue, Perris Boulevard, Frontage Road, Barrett Avenue, and Indian Avenue.

State Scenic Highway

The nearest "officially designated" state scenic highway to the City of Perris is the segment of State Route 74 (SR-74) located east of the City of Hemet about 20 miles east of Perris. The closest Eligible State Scenic Highway is a portion of SR-74/West 4th Street, and the I-215 interchange with SR-74, both located approximately 1.3 miles south of the Project site (Caltrans, 2019).

Visual Character of Project Site and Surrounding Area

The Specific Plan Area includes two vacant single-family residences, remnants of two demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*, in Section 3.0, *Project Description*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The existing visual character of the area surrounding the Specific Plan Area is dominated by industrial warehouses, commercial buildings, residences, and educational uses. There is no consistent architectural or visual theme within the surrounding area.

Light and Glare

The Specific Plan Area is mostly vacant land that has been disturbed from previous agricultural uses with exception of two single-family residences and remnants of two previously demolished single-family residences at the intersection of Orange Avenue and Indian Avenue, and Val Verde Elementary School located within the Overlay area. The Specific Plan Area is surrounded by sources of nighttime lighting that includes lamination from vehicle headlights, streetlights, off-site exterior industrial/commercial lighting, and interior lighting passing through windows. Sensitive receptors to lighting and glare include motorists and pedestrians passing through the Specific Plan Area and the residences to the east of the Specific Plan Area along Barrett Avenue.

Glare in the Specific Plan vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Specific Plan Area that presently generate substantial glare since most of the buildings are limited to one- to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

4.5.2 Agriculture and Forestry Resources

Regional

Natural resources in Riverside County and City of Perris include agricultural and grazing lands. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County, 2015). In 2020, the County had approximately 114,616 acres of Prime Farmland, 43,768 acres of Farmland of Statewide Importance, and 30,526 acres of Unique Farmland (DOC, 2020).

Local

Historically, approximately 52 percent of land within the City of Perris was previously or has been used for agricultural purposes. Existing farmland within the City is often used for dry farming or the production of sod, alfalfa, or hay. Many agricultural fields within the City have been out of production for a number of years or have been converted to other uses. The City of Perris General Plan recognized that the City would continue to transform into a more urbanized area, reducing the potential for agriculture and supporting economic activities in the City (City of Perris, 2005).

Project Site

The Specific Plan Area was previously utilized for agricultural uses, but currently includes two single-family residences, remnants of two previously demolished single-family residences, vacant land, Val Verde Elementary School, and roadways. As shown in Figure 5.2-1, *Farmland Resources*, in Section 5.2, *Agriculture and Forestry Resources*, approximately 301.19 acres of the site is designated as Farmland of Local Importance, approximately 10.66 acres of the site is designated as Urban-Built Up Land, and approximately 46.43 acres of the site is designated as Other Lands by the California Department of Conservation Farmland Mapping and Monitoring Program (DOC, 2022a).

Forestry Resources

The Specific Plan Area is located in the city of Perris, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition, and does not contain any forest resources (City of Perris, 2005). As shown in Figure OS-3a of the Riverside County General Plan there are no forest or forestry resources in the Project's vicinity under existing conditions (Riverside County, 2015).

4.5.3 Air Quality

The Specific Plan Area is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (AQMD). The South Coast Air Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the South Coast Air Basin an area of high air pollution potential. The South Coast Air Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

4.5.4 Biological Resources

The Specific Plan Area includes two vacant single-family residences, remnants of two demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Based on the United States Department of Agriculture Web Soil Survey, the Specific Plan Area is underlain by Domino silt loam (saline-alkali), Exeter sandy loam (deep, 0 to 2 percent slopes), Exeter sandy loam (deep, 2 to 8 percent slopes, eroded), Ramona sandy loam (0 to 2 percent slopes), Exeter very fine sandy loam (deep, 0 to 5 percent slopes), Greenfield sandy loam (0 to 2 percent slopes), Greenfield sandy loam (2 to 8 percent slopes, eroded), and Pachappa fine sandy loam (0 to 2 percent slopes). Soils onsite have been mechanically disturbed and heavily compacted from existing and historic land uses including agricultural activities, grading activities, and weed abatement (EIR Appendix D).

Vegetation Communities and Land Covers

According to the Habitat Assessment and MSHCP Consistency Analysis prepared for the Project, no native plant communities occur within the boundary of the Specific Plan Area. The Specific Plan Area includes one plant community, non-native grassland, and two land cover types, disturbed and developed. The majority of the Specific Plan Area supports a non-native grassland that with the exception of the southwest and southeast corners and portions of the perimeter of the site. The non-native grassland community is dominated by non-native grasses such as oats (*Avena* spp.) and bromes (*Bromus* spp.) and supports primarily weedy/early successional species. Common plant species observed in the non-native grassland plant community include red-stemmed filaree (*Erodium cicutarium*), common mustard (*Brassica rapa*), Mediterranean mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon pilulifer*), wild radish (*Raphanus sativa*), fiddleneck (*Amsinckia* sp.), annual lupine (*Lupinus bicolor*), and Mexican palo verde (*Parkinsonia aculeata*). Non-native grasses occur in the highest densities in the southern portion of the site, where they are nearly exclusive along a swale.

As previously mentioned, the majority of the site includes disturbed land which has previously supported agricultural land uses. Vegetative covers vary from dense to barren based on the frequency and nature of

routine disturbance from vehicle access and weed abatement regimes. Common plant species observed within these disturbed areas include stinknet (*Oncosiphon piluliferum*), Russian thistle (*Salsola tragus*), common sunflower (*Helianthus annuus*), tumbleweed (*Amaranthus albus*), telegraph weed (*Heterotheca grandiflora*), horseweed (*Erigeron canadensis*), totalote (*Centaurea melitensis*), Spanish clover (*Acmispon americanus*), prickly lettuce (*Lactuca serriola*), mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), Peruvian pepper tree (*Schinus molle*), tree of heaven (*Ailanthus altissima*), knotweed (*Polygonum aviculare*), jimsonweed (*Datura wrightii*), and slim oat (*Avena barbata*). In addition, a swathe of mulefat (*Baccharis salicifolia*) was observed in a roadside ditch along Orange Avenue, a swathe of desiccated cattails (*Typha* sp.) was observed near a water detention basin near the southwest intersection of Perris Boulevard and Orange Avenue, and pockets of non-native ornamental trees such as Mexican palo verde (*Parkinsonia aculeata*) and gum tree (*Eucalyptus* sp.) are present near existing and former residential developments. Developed areas within the site include roadways and existing residential and school land uses, which include paved and impervious surfaces (EIR Appendix D).

Special-Status Plant Communities

According to the California Natural Diversity Database, three special-status habitats have been identified within the *Steele Peak* and *Perris* quadrangles, in which the Project site is located or is in close proximity to, including Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. According to the Habitat Assessment and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, no California Department of Fish and Wildlife (CDFW) special-status habitats or plant species occur within the site or offsite improvement areas (EIR Appendix D).

Special-Status Plant Species

According to the California Natural Diversity Database and California Native Plant Society, 24 special-status plant species have been recorded in the *Steele Peak* and *Perris* quadrangles. No special-status plant species were observed onsite during the field investigation conducted for the Habitat Assessment and MSHCP Consistency Analysis. The site has been subject to decades of anthropogenic disturbances, which has removed native plant communities that have historically occurred. Based on the habitat requirements for the specific species with potential to exist in the quadrangles and the quality of the onsite habitat, the Habitat Assessment and MSHCP Consistency Analysis determined that the Specific Plan Area has a low potential to support smooth tarplant (*Centromadia pungens* ssp. *laevis*) and paniculate tarplant (*Deinandra paniculata*). The assessment determined that the Specific Plan Area and offsite improvement areas do not have potential to support any of the other special-status plant species known to occur in the vicinity of the site and all are presumed to be absent (EIR Appendix D).

Special-Status Wildlife Species

According to the California Natural Diversity Database, 80 special-status wildlife species have been reported in the *Steele Peak* and *Perris* quadrangles. Three special-status wildlife species were observed during the field investigation: burrowing owl, white-tailed kite, prairie falcon. Based on habitat requirements for specific species and the availability and quality of onsite habitats, it was determined that the Specific Plan Area has a high potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), Costa's hummingbird (*Calypte costae*), northern harrier (*Circus hudsonius*), and California horned lark (*Eremophila alpestris actia*); and a low potential to support great egret (*Ardea alba*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*); loggerhead shrike (*Lanius ludovicianus*). The Habitat Assessment and MSHCP Consistency Analysis determined that all other species are presumed absent based on the lack of habitat onsite (EIR Appendix D).

Jurisdictional Waters and Wetlands

Two ephemeral drainage features occur onsite as shown on Figure 5.4-2. Drainage one enters the site from the lower western boundary of the Specific Plan Area through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Specific Plan Area. Additionally, drainage two is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue. The onsite ephemeral drainages are not a relatively permanent, standing, or continuously flowing body of water and does not qualify as waters of the United States. However, the onsite drainages will likely qualify as waters of the State and fall under the regulatory authority of the Santa Ana Regional Water Quality Control Board (Regional Water Board) and CDFW. As demonstrated by the Jurisdictional Delineation, approximately 0.23 acre (2,978 linear feet) of non-wetland waters of the State occur onsite under the jurisdictional authority of the Santa Ana Regional Water Board and CDFW streambeds total 0.25 acres (2,978 linear feet) (EIR Appendix D).

Wildlife Movement

As concluded in the Habitat Assessment, the Specific Plan Area has not been identified as occurring within a wildlife corridor or linkage. The nearest linkage to the Project site is located approximately 0.65 mile from the Project site and is associated with the Motte/Rimrock Reserve. The Specific Plan Area is surrounded by urban development, disturbed vacant lands, and roads. Furthermore, the Specific Plan Area has been disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (EIR Appendix D).

Critical Habitat

The nearest designated Critical Habitat is located approximately 2.46 miles southeast of the Specific Plan Area for spreading navarretia and thread-leaved brodiaea (EIR Appendix D).

Western Riverside County MSHCP

The Specific Plan Area is located within the Western Riverside County MSHCP Area. The MSHCP is intended to preserve native habitats for the use of multiple species. Within the Plan Area, approximately 500,000 acres of land is further dedicated as MSHCP Conservation Area for the protection of Covered Species, the species which the MSHCP has selected to conserve. The Specific Plan Area is not within the Conservation Area. In addition, the Specific Plan Area is not located within an MSHCP Criteria Cell or Cell Group. However, the Specific Plan Area is located within MSHCP designated survey areas for burrowing owls as well as the following Narrow Endemic Plant Species: San Diego ambrosia (*Ambrosia pumila*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*), and Criteria Area Species San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), Parish's crownscale (*Atriplex parishii*), Davidson's saltscall (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), round-leaved filaree (*California macrophylla*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus* ssp. *apus*), and mud nama (*Nama stenocarpa*) (EIR Appendix D).

4.5.5 Cultural Resources

Historical Setting

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing Southern California and gradually expanded their use to the Inland Empire and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in Southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

In 1881, the California Southern Railroad laid tracks for the Santa Fe Railway transcontinental route through the plains west of Perris. Frederick Thomas Perris, for whom the City of Perris would be named, led the surveying and construction of the railroad route. The railroad was completed in 1882, which brought hundreds of settlers to the area looking to homestead, largely in Pinacate to the south. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886, the town site of Perris was established. In 1911, Perris became an incorporated city, relying heavily upon dry grain farming and citrus groves. In addition to agriculture, the area was also influenced by the development of March Field, which was established on March 1, 1918, as the Alessandro Flying Training Field after the United States entered World War I. Although Perris remained largely agricultural throughout the twentieth century, in recent years, the City has seen a growth in residential and industrial development.

Archaeological Setting

The Phase I Cultural Resources Assessment details that the prehistoric setting begins with the Paleo Indian Period (11,500 to circa 9,000 years ago) (EIR Appendix H). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takis-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Specific Plan Area is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla meet. The Phase I Cultural Resources Assessment identified 24 prehistoric resources within one mile of the Specific Plan Area. These prehistoric resources include 20 bedrock milling sites, one habitation site with pictographs, two pictograph sites, and one isolate (EIR Appendix H).

Project Site

The Phase I Cultural Resources Assessment details that as early as 1901, at least three structures were developed on the Project site. By 1938, a farm/dairy complex was located at the northeastern corner of Orange and Indian avenues; one rural residential property was located just southeast of the intersection Orange and Indian avenues; and one rural residential property was located just north of Orange Avenue and west of Indian Avenue. By 1959, the residential property located just north of Orange Avenue and west of Indian Avenue was removed and Val Verde School is developed. By 1967, one new residence was developed at the northwest corner of Orange and Indian avenues and two residences at southwest corner. By 1978, an additional residence had been constructed southwest of the intersection Orange and Indian Avenues. Between 1985 and 1997, the rural residential property located just southeast of the intersection Orange and Indian Avenues was removed, and the farm/dairy complex at the northeastern corner of Orange and Indian Avenues was removed by 2000 (EIR Appendix H).

Currently, the Project site contains multiple buildings at Val Verde School, remnants of two previously demolished residential structures (2334 Indian Avenue and 2364 Indian Avenue), and two residential structures (2304 Indian Avenue and 2411 Indian Avenue) that are older than 50 years. At the time of issuance of the Notice of Preparation, three residences existed within the Specific Plan Area. The third residential structure (2334 Indian Avenue) was demolished in October 2024 due to safety reasons. In addition, the foundational remains of the former agricultural complex are located at the southeast corner of Orange Avenue and Indian Avenue (EIR Appendix I).

4.5.6 Energy

Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Perris. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The State has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The State also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2023, approximately 49 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2023).

The Project site is adjacent to the electricity distribution system that exists within the roadways adjacent to the Project site.

Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Perris and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 0.7 percent from 2024 to 2040 due to Title 20 and 24 Codes and Standards and renewable energy goals that impact gas-fired electricity. The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada. SoCalGas designs its facilities and supplies to provide

continuous service during extreme peak demands and has identified the ability to meet peak demands through 2040 (CGEU, 2024).

4.5.7 Geology and Soils

The City of Perris generally lies within the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys that generally trend northwestward. The bedrock geology that dominates the eastern portion of the Perris Block specifically, consists of Cretaceous and older crystalline and metamorphic rock. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain (City of Perris, 2011).

Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone, nor is it within a Riverside County fault zone. According to the Geotechnical Investigation prepared by Southern California Geotechnical (included as EIR Appendix K), there is no evidence of faulting within the Specific Plan Area, therefore the possibility of ground rupture is onsite low. The nearest active fault zones are the San Jacinto Fault Zone, located approximately 9 miles northeast of the Specific Plan Area, and the Elsinore Fault Zone, located approximately 13.1 miles southwest of the Specific Plan Area. However, both of these faults, as well as other faults in the Southern California region could cause moderate to intense ground shaking in Perris (EIR Appendix K).

Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake Fault Zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. As described above, there are no fault zones within the vicinity of the Specific Plan Area. Therefore, ground rupture potential is considered to be low within and surrounding the Specific Plan Area.

Soils

The Geotechnical Investigation describes that young and old native alluvium was encountered at the ground surface of all boring locations (shown in Appendix A of the Geotechnical Investigation). The young native alluvial soil extends to depths of approximately 2.5 to 5.5 feet below existing site grades and consists of loose to medium dense silty fine sands, silty fine to medium sands, fine sandy silts, and clayey fine sands. Older native alluvium was encountered beneath the younger native alluvial soils at all boring locations, extending at least to the maximum depth explored of 50 feet below ground surface. The alluvium generally consists of medium dense to very dense well- to poorly-graded silty sands with varying clay content, well-graded to poorly-graded sandy silts with varying clay content, well-graded to poorly graded clayey sands with varying silt content, and clayey silts. Additionally, layers of very stiff to hard fine sandy clays and silty clays were encountered (EIR Appendix K).

Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of

clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface soils within the Specific Plan Area consist of loose to medium dense silty fine sands, silty fine to medium sands, fine sandy silts, clayey fine sands. The Geotechnical Investigation explains and concludes that these soils are classified as having low to very low expansion potential (EIR Appendix K).

Groundwater

Groundwater was not encountered during drilling at the maximum explored depth of 50 feet below ground surface. The nearest monitoring well is located on the northeast corner of the Specific Plan Area. Water level readings within this monitoring well from March 2023 indicates a groundwater level of approximately 40 feet below ground surface (EIR Appendix K).

Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength is the maximum stress load, or force, that the soil can support. Bearing strength decreases with a decrease in effective stress, which is the force that allows soil to remain cohesive. Loss of bearing strength occurs when the effective stresses are reduced due to the fluctuating stresses or strains caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: A ground fissure is a long narrow crack in the earth's surface while a sand boil is an eruption of water from sand. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore

water pressures are high enough create a gusher (sand boils) at the point of exit. The following conditions are conducive to the formation of these phenomena:

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

During the Geotechnical Investigation, groundwater was not encountered within the Specific Plan Area at the maximum explored depth of 50 feet below ground surface. According to the Riverside County Geographic Information System website, the Specific Plan Area is located within a zone of low liquefaction susceptibility (Riverside County, 2023). In addition, the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction (EIR Appendix K).

Due to the lack of active faults or fault zones within the vicinity, the Specific Plan Area has low potential for lateral spreading. The Geotechnical Investigation concluded that soils within the Specific Plan Area have a low potential for collapse (EIR Appendix K).

Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 4 to 12 percent would be expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Specific Plan Area (EIR Appendix K).

Landslides

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Earthquake-induced land sliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. The Specific Plan Area, while relatively flat, slopes downward to the east at a gradient of approximately 1.5 percent (EIR Appendix K). There are no slopes within the immediate vicinity of the Specific Plan Area.

Unique Geologic Features

Unique geologic features refer to unique physical features or structures on the earth's crust. The Specific Plan Area consists of Holocene-aged alluvial fan deposits overlaying Pleistocene (over 11,700 years ago) alluvial fan deposits (Qvof). The geologic processes that occurred on the Specific Plan Area and in the vicinity are generally the same as those in other parts of the city and throughout the state (EIR Appendix L).

Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on

earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young Holocene-aged alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity (EIR Appendix L).

A paleontological literature review and records search was conducted for the Specific Plan Area (included as EIR Appendix L). The records search did not identify any previously recorded fossil localities within the boundaries and offsite disturbance areas of the Project. The closest known recorded fossil locality is 1.25 northeast of the Specific Plan Area, consisting of the bones of a pond turtle (*Actinemys* cf. *pallida*), Pacific mastodon (*Mammuthus pacificus*), extinct horse (*Equus* sp.), and extinct bison (*Bison* sp.) (EIR Appendix L). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Specific Plan Area are considered to have a high potential to yield significant paleontological resources (EIR Appendix L).

4.5.8 Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are called greenhouse gases (GHGs). The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and CO₂ is the most common reference gas for climate change, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e). For example, sulfur hexafluoride is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. Sulfur hexafluoride, while comprising a small fraction of the total GHGs emitted annually world-wide, is a much more potent GHG, with 22,800 times the global warming potential as CO₂. Therefore, an emission of one metric ton (MT) of sulfur hexafluoride could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e.

The Project site includes two single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. GHG emissions are currently generated from operation of the existing residences and school, related vehicle trips, and by occasional disking and weed control activities onsite.

The primary GHG emissions within the City of Perris are from on-road transportation, building energy, and waste.

4.5.9 Hazards and Hazardous Materials

Environmental Site Conditions

The Specific Plan Area is currently undeveloped and disturbed from previous agricultural activities. The site is vacant, except for Val Verde Elementary School in the Specific Plan Overlay area and two single-family residences and remnants of two previously demolished single-family residences near the intersection of Indian

Avenue and Orange Avenue. The Specific Plan Area contains ruderal habitat, consisting of non-native grasses. In addition, the site is disked on a regular basis for weed abatement. The site is relatively flat with a slight regional slope toward the east/southeast. The offsite improvement alignments consist of paved roads.

The Specific Plan Area was historically used for agricultural purposes as early as 1901. As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used on site and exist in site soils. In addition to the agricultural uses onsite, Evans Transportation, a small business historically located at 1936 Indian Street, near the center of the Specific Plan Area was identified in regulatory databases and regulatory agency files as the location of two former fuel underground storage tanks, one that stored gasoline and the other diesel. The underground storage tanks were moved in 1992 and initial testing indicated the presence of total petroleum hydrocarbons and Volatile Organic Compounds in soil samples. The soil was excavated to a landfill and the confirmation soil sampling showed that total petroleum hydrocarbons concentrations were below regulatory screening levels. This property is considered a historical recognized environmental condition. Val Verde Elementary School, located within the proposed Specific Plan Overlay area has been operational since 1967, and had two 1,000-gallon underground storage tanks removed from the site in 1993. Confirmation soil samples at that time did not show evidence of releases from the tanks, but did indicate that there had been releases from the piping leading to the dispensers. A total of 566 cubic yards of gasoline-impacted soil was excavated to a total depth of 31 feet below ground surface. Based on the results of the remedial excavation work, the California Department of Toxic Substances Control concluded that no actual or potential hazardous substance release was indicated which would pose a threat to human health or the environment. No storage tanks are currently located within the Specific Plan Area.

The use of asbestos-containing material and lead based paint was common in building construction prior to 1978. Because some of the structures on the Specific Plan Area were constructed prior to 1978, there is potential for asbestos containing materials and/or lead based paint to be present. One of the onsite residences, located at 2304 Indian Avenue, had asbestos containing waste removed from the site in 2015 (EIR Appendix N).

Evacuation Routes

According to the City of Perris General Plan Safety Element, Figure S-1: *Potential Evacuation Routes*, Indian Avenue and Perris Boulevard are designated as a City evacuation route (City of Perris, 2021).

4.5.10 Hydrology and Water Quality

Regional Hydrology

The City of Perris is in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

Watershed

The Specific Plan Area is located in the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (LESJWA, 2023).

Groundwater Basin

The Specific Plan Area is located within the West San Jacinto Groundwater Basin, a 248 square mile groundwater basin, and is managed through the West San Jacinto Groundwater Management Plan. Within the West San Jacinto Groundwater Basin, the Specific Plan Area is located within the Perris North groundwater management zone. The Eastern Municipal Water District (EMWD) oversees groundwater monitoring programs within the plan area (EMWD, 2021a).

Surface Water Quality

The nearest surface water is the Perris Valley Storm Channel, located approximately 0.9 miles to the east of the Specific Plan Area. The Perris Valley Storm Channel is the main receiving water for the Project site and is not classified as an impaired water body. Other receiving waters include the San Jacinto River (Reach 1 and 3), which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters. Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

Groundwater

As identified by the EMWD 2020 Urban Water Management Plan, potable groundwater is produced from the West San Jacinto Basin and the Hemet/San Jacinto Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use (EMWD, 2020).

There are currently two active water wells located within the Specific Plan Area. One well is located at the 2364 Indian Avenue property and one well is located southeast of the Perris Boulevard and Orange Avenue intersection. Water level readings from 2023 indicate a groundwater level of approximately 40 feet below the ground surface (Southern California Geotechnical, 2023). Historically, the wells produced up to 419 acre-feet per year in 2004 (City of Perris, 2008).

Existing Drainage

Topographically, the site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Existing onsite runoff sheet-flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Storm Channel (EIR Appendix P). In addition, two ephemeral drainage features occur onsite. Drainage 1 enters the site from the lower western boundary of the Project site (in the Phase 1 area) through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2 is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue (EIR Appendix F). Drainage 2 is located within the Phase 1 roadway improvement area for Orange Avenue.

Flood Zone

According to the Flood Insurance Rate Map, published by the Federal Emergency Management Agency (FEMA) (06065C1430H and 06065C1440H), the Project site is primarily located in Zone X, which is an area of minimal flood hazard (FEMA, 2024). The eastern portion of the Specific Plan Area is located within a dam inundation hazard zone related to the Perris Dam.

4.5.11 Land Use and Planning

The Project area encompasses approximately 358.28 acres and is generally bounded by I-215 to the west, Perris Boulevard to the east, Nuevo Road to the south, and Placentia Avenue to the north. The Project site has a General Plan land use designation of HL SP – Harvest Landing Specific Plan. The Harvest Landing Specific Plan establishes the zoning for the properties within the existing Specific Plan boundaries. The currently adopted Harvest Landing Specific Plan is a land-use guiding document providing for residential, business, commercial, and open space uses for an area of 341.1 gross acres. As shown on Figure 3-4, within the existing Harvest Landing Specific Plan, the site contains a variety of land use designations including Multiple Businesses (MBU), Harvest Landing Sports Park, Community Recreation, Park, Low Residential, Medium Residential, Medium-High Residential, and High Residential. The Specific Plan Area includes three legal non-conforming single-family residences located within the existing MBU area, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School.

4.5.12 Noise

Existing Noise Levels

Ambient noise levels in the Specific Plan Area are dominated by the transportation-related noise associated with surface streets in addition to background aircraft activities. This includes the auto and heavy truck activities on study area roadways. Existing daytime noise levels range from 52.1 to 67.2 dBA CNEL (EIR Appendix Q).

Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Specific Plan Area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 inch per second PPV) and could reach 72 VdB (approximately 0.016 inch per second PPV) when trucks pass over bumps in the road (FTA, 2006).

Existing Airport Noise

Perris Valley Airport is located approximately 2.3 miles southwest of the Specific Plan Area. The Specific Plan Area is located outside the 55 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-2, *Project Site and the Perris Valley Airport Noise Contours*. In addition, March ARB/IPA is located approximately 2.9 miles northwest of the Specific Plan Area. The Specific Plan Area is located outside of the March ARB/IPA 60 dBA CNEL airport noise level contour boundaries.

4.5.13 Population and Housing

Population

According to Connect SoCal 2024, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy prepared by the Southern California Association of Governments, the population of the City of Perris is anticipated to increase from 78,000 persons in 2019 to 145,096 persons in 2050; an increase of 67,096 persons (as summarized below in Table 5.13-2). This represents an 86 percent increase between 2019 and 2050. Comparatively, the entire population of Riverside County is anticipated to increase from 2,386,000 persons in 2019 to 2,992,000 persons in 2050, an increase in 606,000 persons. This represents a 25 percent increase.

Housing

According to Connect SoCal 2024, the City of Perris is projected to add approximately 16,000 households between 2019 and 2050. Comparatively, the County as a whole is expected to add approximately 318,000 households between 2019 and 2050.

Employment

According to Connect SoCal 2024, the City of Perris is projected to add approximately 15,000 jobs between 2019 and 2050. This represents an increase of approximately 82 percent. Comparatively, the entire County is projected to add approximately 338,000 jobs (or 40 percent) between 2019 and 2050.

Jobs-Housing Ratio

The approximate 2021 jobs-to-housing ratios for the City of Perris and Riverside County are 0.94 and 0.78, respectively; that is, both the City of Perris and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Perris may need to commute to other incorporated cities or other counties for employment. In 2021, approximately 18 percent of workers within the City of Perris commuted seven or more hours weekly (SCAG, 2022).

4.5.1 4 Public Services

Fire Protection Services

The Riverside County Fire Department (RCFD) provides fire prevention, suppression, and paramedic services to the City of Perris, including to the Project site. The RCFD provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The RCFD provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials. There are four existing stations within seven miles of the Specific Plan Area.

Police Services

The Riverside County Sheriff's Office, under contract with the City of Perris and operating as the Perris Police Department, provides contract law enforcement services to the City of Perris, including the Project site. Twelve sheriff stations are located throughout Riverside County to provide area-level community service (Riverside County Sheriff, n.d.). The Perris Police Station is located approximately 1.8 miles south of the Project site at 137 N Perris Boulevard.

Per correspondence with Lieutenant Wade Lenton from the Perris Police Station, the City has one captain, four lieutenants, seventy-four sworn officers, and thirty-seven non-sworn personnel to provide community policing services. The Riverside County Sheriff's Office and Perris Police Department use a staffing standard of one officer per 1,000 residents (City of Perris, 2005b). The current officer-to-citizen ratio is 0.89 sworn officers per 1,000 residents (Wade Lenton, personal communication, August 22, 2023).

Park Services

The City of Perris Community Services Department operates 25 park facilities within the City. The Perris park system is comprised of 27 parks including four community parks, 15 neighborhood parks, and eight pocket

parks. As of 2021, the City of Perris had a total of 189 acres of parkland resulting in a level of service of 2.4 acres of parks for every 1,000 residents (City of Perris, 2021).

School Services

The Project site is located north of Citrus Avenue and is within the Val Verde Unified School District (VVUSD) boundary (VVUSD, n.d.). The portion of the Project site located south of Citrus Avenue is within the Perris Elementary School District (PESD, 2022) and the Perris Union High School District (PUHSD, n.d.).

The VVUSD currently operates 24 schools, including: one pre-school, 13 elementary schools, four middle schools, and four high schools. As of the 2024-2025 school year, the VVUSD had a total of 19,379 students (VVUSD, 2024). Val Verde Elementary School is currently located at 2656 Indian Avenue, which consists of the proposed Overlay area of the Phase 2 portion of the Project site.

The Perris Elementary School District operates ten schools, including: two preschools, seven elementary schools, and one charter school. As of the 2023-2024 school year, the Perris Elementary School District had a total of 5,538 students (CDE, 2024). The Perris Union High School District operates four schools. As of the 2023-2024 school year, the Perris Unified High School District had a total of 11,973 students (CDE, 2024).

Other Public Facilities

Other facilities include the Riverside County Library System, which provides library services to the Project area. The Riverside County Library System operates a system of 35 libraries and two book mobiles as well as an automated network of library resources that can be accessed by County residents via the Internet. As of 2024, the Riverside County Library System's catalog included 1.3 million items. The Project vicinity is primarily served by the Cesar E. Chavez Library, which is closed until further notice, and the Mead Valley Library, located at 21580 Oakwood Street in Mead Valley (Riverside County Library System, 2024). Public roadways within the City of Perris are maintained by the City of Perris Public Works Department.

4.5.15 Recreation

There are no existing parks within the Specific Plan Area. The City currently has seven parks that provide 82.09 acres of parkland within 2 miles of the Specific Plan Area. Two parks, Paragon Park and Copper Creek Park, are within a 10-minute walking distance.

4.5.16 Transportation

Existing Roadway Network

The Project traffic study area includes roadways bordering the Project site: I-215 to the west, Perris Boulevard to the east, Nuevo Road to the south, and Placentia Avenue to the north. Roadways within the Project site include Orange Avenue, Citrus Avenue, Barrett Avenue, and Indian Street. Roadways within the Project vicinity include Iris Avenue, Krameria Avenue, Knox Boulevard, Markham Street, Ramona Expressway, Morgan Street, and Rider Street to the north and Mildred Street, San Jacinto Avenue, and 4th Street to the south. Roadways in the Project vicinity include Harvill Avenue to the west and Redlands Avenue, Kitching Street, Evans Road, Murrieta Road to the east.

Existing Truck Routes

The City of Perris General Plan Circulation Element designates truck routes. The designated truck routes are intended to indicate arterial streets, which may be used by trucks, tractors, trailers, and other vehicles exceeding a maximum gross weight limit of five tons. The City of Perris General Plan-designated truck route

map is shown on Figure 5.16-2, *Perris Truck Routes*. As shown, I-215 interchanges, Knox Boulevard, Indian Avenue, Redlands Avenue, Morgan Street, portions of Rider Street, San Jacinto Avenue, and Placentia Avenue are identified as designated truck routes.

Existing Site Access

Regional access to the proposed Project site is provided by I-215, south of the Project through W Nuevo Road and North of the Project at Placentia Avenue. Local access to the site is via Frontage Road, Placentia Avenue, Orange Avenue, Barrett Avenue Perris Boulevard and Nuevo Road.

Existing Transit Service

The Project site is currently served by the Riverside Transit Agency with bus services along Perris Boulevard, Morgan Street, Ramona Expressway, Nuevo Road, and I-215 Freeway. Route 19 runs along Indian Avenue, Morgan Street, Ramona Expressway, Perris Boulevard and stops at Perris Station Transit Center, Perris Boulevard and Nuevo Road, and Perris Boulevard and Ramona Expressway. Route 27 runs along I-215, Nuevo Road, Perris Boulevard, and San Jacinto Avenue and stops at Trautwein Road and Van Buren Boulevard, Perris Boulevard and Nuevo Road, and Perris Station Transit Center. Route 30 runs along Morgan Street, Orange Avenue, Nuevo Road, Redlands Avenue, Perris Boulevard and stops at Perris Station Transit Center, 4th Street and Perris Boulevard, Perris Boulevard and Nuevo Road. Route 41 runs along Morgan Street, Indian Avenue, Evans Road, Perris Boulevard, and Ramona Expressway and stops at Mead Valley Community Center, Morgan Street and Indian Avenue, Perris Boulevard and Ramona Expressway, and Evans Road and Rider Street.

Existing Bicycle and Pedestrian Facilities

The City of Perris General Plan Circulation Element identifies the existing and recommended bikeway systems for the City. Within the vicinity of the Specific Plan, Placentia Avenue contains a Class II bicycle lane. Within the Project vicinity, a Bicycle Lane (Class II) is recommended for Placentia Avenue, Indian Avenue, Frontage Road, and Citrus Avenue and a Buffered Bike Lane (Class IIB) is recommended for Perris Boulevard, Orange Avenue, and Nuevo Road. The City's bikeway system is as shown below in Figure 5.16-3. Sidewalks that currently exist along roadways in the vicinity of the Project site are presented in Table 5.16-1.

Existing Vehicle Miles Traveled

The Project site contains two single-family residences, Val Verde Elementary School, and vacant land. The existing residential and school uses currently generate trips that result in vehicle miles traveled (VMT) to and from the site. As shown in Figure 5.16-1, the area east of Indian Avenue is within a Transit Priority Area according to the WRCOG VMT Tool. The Project site is located in traffic analysis zones (TAZ) 1797, 1798, and 1870. TAZ 1797's VMT per Worker is 17, TAZ 1798's VMT per Worker is 16.8, and TAZ 1870's VMT per Worker is 16.6.

4.5.17 Tribal Cultural Resources

The Specific Plan Area is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla peoples (EIR Appendix H).

Due to the nature of prehistoric archaeological sites identified by the Phase I Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points. The shifts in food processing technologies during each of these phases indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. The shift in material culture assemblages is largely attributed to the emergence of Takic-speaking people who entered California from the east.

Takic-speaking groups continued to intensify through the Protohistoric Period (410 to 180 years ago). Three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory.

The Phase I Cultural Resources Assessment identified 24 prehistoric resources within one mile of the Specific Plan Area. These prehistoric resources include 20 bedrock milling sites, one habitation site with pictographs, two pictograph sites, and one isolate. None of the archeological resources are within the Specific Plan Area.

Currently, the site is mostly vacant except for two single-family residences, remnants of two previously demolished residences, and Val Verde Elementary School. The rest of the Specific Plan Area has been disturbed from past use as agricultural fields and from modern disking. The Project vicinity (within a 1-mile radius of the Specific Plan Area) is listed on the California Native American Heritage Commission Sacred Lands File.

4.5.18 Utilities and Service Systems

Water Supply and Demand

The EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD, 2021c). The EMWD's water supply is a combination of purchased or imported water, groundwater, and recycled water. The EMWD estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The EMWD's 2020 Urban Water Management Plan anticipates that the EMWD's water supply will increase from 204,800 acre-feet in 2025 to 239,200 acre-feet in 2045 (increase of 42,600 acre-feet per year) to meet the EMWD's anticipated growth in water demands.

Water Infrastructure

Within the immediate vicinity of the Specific Plan, Indian Avenue contains a 24-inch water line, Placentia Avenue contains a 12-inch water line, North Perris Boulevard contains an 18-inch water line, Orange Avenue west of Indian Avenue contains an 8-inch water line, and Orange Avenue east of Barrett Avenue contains a 12-inch water line.

Wastewater

The EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including the Project site. The EMWD operates four regional water reclamation facilities within its service area: the San Jacinto Valley Regional Water Reclamation Facility, the Moreno Valley Regional

Water Reclamation Facility, the Temecula Valley Regional Water Reclamation Facility, and the Perris Valley Regional Water Reclamation Facility. The four regional water reclamation facilities have a combined capacity of 84,010 acre-feet per year (EMWD, n.d.). The Perris Valley Regional Water Reclamation Facility is closest to the Specific Plan and has a treatment capacity of 22 million gallons per day or 24,643 acre-feet per year. The typical daily flows to the Perris Valley Regional Water Reclamation Facility are 15.5 million gallons per day of wastewater and the facility has an ultimate capacity of 100 million gallons per day (EMWD, 2021b).

Wastewater Infrastructure

Within the immediate vicinity of the Specific Plan, Orange Avenue contains a 12-inch sewer line, Barrett Avenue contains a 10-inch sewer line, and Indian Avenue contains an 8-inch sewer line north of Orange Avenue. A portion of Perris Boulevard, directly south of Orange Avenue, contains an 8-inch sewer line.

Stormwater

The Specific Plan is partially developed and contains approximately 30,000 square feet of impervious area. Topographically, the site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Existing on-site runoff sheet-flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Storm Channel (see EIR Appendix P). In addition, two ephemeral drainage features occur on-site. Drainage 1 enters the site from the lower western boundary of the Project site (in the Phase 1 area) through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2 is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue (see EIR Appendix F). Drainage 2 is located within the Phase 1 roadway improvement area for Orange Avenue.

Solid Waste

The City of Perris contracts with a waste disposal company, CR&R Environmental Services, to collect and transport trash. After collection, solid waste is sorted by CR&R and transported to the El Sobrante Landfill, located approximately 25 roadway miles southwest of the Specific Plan Area, and the Badlands Landfill, located approximately 15 roadway miles northeast of the Specific Plan Area. Table 5.18-6 lists the maximum capacity, maximum permitted capacity, and remaining capacity of each landfill. El Sobrante Landfill is expected to reach capacity by 2051 and Badlands Landfill is expected to reach capacity by 2059 (CalRecycle, 2024).

Dry Utilities

Electricity is provided to the City of Perris by SCE. SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (SCE, 2022). Existing electricity utilities exists throughout the Specific Plan Area.

The City of Perris is within the service area of SoCalGas. Existing natural gas lines exist throughout the Specific Plan Area.

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5. Environmental Impact Analysis

This section examines the environmental setting of the Project, analyzes its effects and the significance of its potential impacts, and recommends mitigation measures, as necessary, to reduce or avoid impacts. This section is divided into subsections for each environmental issue area that was determined to need further study in the Draft EIR through the Notice of Preparation review and comment process (see EIR Appendix A). Environmental topic areas discussed in this Draft EIR include the following:

5.1 Aesthetics	5.10 Hydrology and Water Quality
5.2 Agriculture and Forestry Resources	5.11 Land Use and Planning
5.3 Air Quality	5.12 Noise
5.4 Biological Resources	5.13 Population and Housing
5.5 Cultural Resources	5.14 Public Services
5.6 Energy	5.15 Recreation
5.7 Geology and Soils	5.16 Transportation
5.8 Greenhouse Gas Emissions	5.17 Tribal Cultural Resources
5.9 Hazards and Hazardous Materials	5.18 Utilities and Service Systems

This Draft EIR evaluates the direct and indirect impacts resulting from the planning, construction, and operations of the Project. Under CEQA, EIRs are intended to focus their discussion on significant impacts and may limit discussion of other impacts to a brief explanation of why the impacts are not significant.

FORMAT OF ENVIRONMENTAL TOPIC SECTIONS

Each environmental topic section generally includes the following main subsections:

- **Introduction.** This subsection describes the purpose of analysis for the environmental topic and referenced documents used to complete the analysis. This subsection may define terms used.
- **Regulatory Setting.** This subsection describes applicable federal, State, and local plans, policies, and regulations that the Project must address and may affect its implementation.
- **Environmental Setting.** This subsection describes the existing physical environmental conditions (environmental baseline) related to the environmental topic being analyzed.
- **Thresholds of Significance.** This subsection sets forth the thresholds of significance (significance criteria) used to determine whether impacts are “significant.” The thresholds of significance used to assess the significance of impacts are based on those provided in Appendix G of the CEQA Guidelines.
- **Methodology.** This subsection provides a description of the methods used to analyze the potential impact and determine whether it would be significant, less than significant, or no impact.
- **Environmental Impacts.** This subsection provides an analysis of the impact statements for each identified significance threshold. The analysis of each impact statement is organized as follows:
 - A statement of the CEQA threshold being analyzed.
 - The Draft EIR’s conclusion as to the significance of the impact.
 - An impact assessment that evaluates the changes to the physical environment that would result from the Project.
 - An identification of significance comparing identified impacts of the Project to the significance threshold with implementation of existing regulations, prior to implementation of any required mitigation.
 - Identification of any needed mitigation measures and the reduction of impacts that would occur with implementation of the measures.

- **Cumulative Impacts.** This subsection describes the potential cumulative impacts that would occur from the Project's environmental effects in combination with other cumulative projects (See Table 5-1).
- **Existing Regulations.** This subsection includes a list of applicable laws and regulations that would reduce potentially significant impacts.
- **Project Design Features.** This subsection lists Project Design Features that contribute towards reducing potentially significant impacts.
- **Level of Significance Before Mitigation.** This subsection includes a determination of the significance of the impacts after the application of applicable existing regulations and regulatory requirements.
- **Mitigation Measures.** For each impact determined to be potentially significant after the application of applicable laws and regulations, feasible mitigation measure(s) to be implemented are provided. Mitigation measures include enforceable actions to:
 - Avoid a significant impact;
 - Minimize the severity of a significant impact;
 - Rectify an impact by repairing, rehabilitating, or restoring the effected physical environment;
 - Reduce or eliminate the impact over time through preservation and/or maintenance operations during the life of the Project; and/or
 - Compensating for the impact by replacing or providing substitute resources or environmental conditions.
- **Level of Significance After Mitigation.** This subsection provides the determination of the impact's level of significance after the application of regulations, regulatory requirements, and mitigation measures.
- **References.** This subsection includes a list of references for the information contained within the section.

IMPACT SIGNIFICANCE CLASSIFICATIONS

The below classifications are used throughout the impact analysis in this Draft EIR to describe the level of significance of environmental impacts. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines.

- **No Impact.** The Project would not change the environment.
- **Less Than Significant.** The Project would not cause any substantial, adverse change in the environment.
- **Less Than Significant with Mitigation Incorporated.** The Draft EIR includes mitigation measures that avoid substantial adverse impacts on the environment.
- **Significant and Unavoidable.** The Project would cause a substantial adverse effect on the environment, and no feasible mitigation measures are available to reduce the impact to a less than significant level.

CUMULATIVE IMPACTS

Cumulative impacts refer to the combined effect of the proposed Project's impacts with the impacts of other past, present, and reasonably foreseeable probable future projects. Both CEQA and the CEQA Guidelines require that cumulative impacts be analyzed in an EIR. As set forth in CEQA Guidelines Section 15130(b), "the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." The CEQA Guidelines direct that the discussion should be guided by practicality and reasonableness and focus on the cumulative impacts that would result from the combination of the proposed project and other projects, rather than the attributes of other projects which do not contribute to cumulative impacts.

According to Section 15355 of the CEQA Guidelines, 'cumulative impacts' refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- a) The individual effects may be changes resulting from a single project or a number of separate projects.
- b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Therefore, the cumulative discussion in this Draft EIR focuses on whether the impacts of the proposed Project are cumulatively considerable within the context of impacts caused by other past, present, and reasonably foreseeable future projects. Additionally, pursuant to CEQA Guidelines Section 15130(a)(1), an EIR should not discuss cumulative impacts that do not result at least in part from the project being evaluated in the EIR. Thus, cumulative impact analysis is not provided for any environmental issue where the proposed Project would have no environmental impact. Analysis of cumulative impacts is, however, provided for all Project impacts that are evaluated within this Draft EIR.

CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of the following, or a reasonable combination of the two:

- A list of past, present, and probable future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or
- A summary of projections contained in an adopted local, regional, or statewide plan or related planning document that describes or evaluates conditions contributing to the cumulative effect.

The cumulative analysis for air quality, greenhouse gas emissions, and transportation relies on projections contained in adopted local, regional, or statewide plans or related planning documents, such as the Southern California Regional Transportation Plan, Southern California Association of Governments growth projections, and the Riverside County Model (RIVCOM). The cumulative analyses for other environmental issues use the list of projects approach.

Different types of cumulative impacts occur over different geographic areas. For example, the geographic scope of the cumulative air quality analysis, where cumulative impacts occur over a large area, is different from the geographic scope considered for cumulative analysis of aesthetic resources, for which cumulative impacts are limited to project area viewsheds. Thus, in assessing aesthetic resources impacts, only development within and immediately adjacent to the Project area would contribute to a cumulative visual effect is analyzed, whereas cumulative transportation impacts are based upon annual growth projections and the other proposed and/or foreseeable development within the traffic study area of roadways and intersections. Because the geographic scope and other parameters of each cumulative analysis discussion can vary, the cumulative geographic scope, and the cumulative projects included in the geographic scope (when the list of projects approach is used), are described for each environmental topic. Table 5-1 provides a list of projects considered in this cumulative environmental analysis, which was compiled per information provided by each agency, and Figure 5-1 shows the locations.

Table 5-1: Cumulative Projects List

No.	Project	Land Use	Size
City of Perris			
P1	Burge Industrial 2	Light Industrial	43,000 Sq. Ft.
P2	Burge Industrial 1	Light Industrial	18,000 Sq. Ft.
P3	Seefried Indus	Warehousing	165,000 Sq. Ft.
P4	Calivo Ind	Warehousing	43,000 Sq. Ft.
P5	Calivo Ind 2	Warehousing	30,000 Sq. Ft.
P6	Pulliam Indus	Warehousing	16,000 Sq. Ft.
P7	Chartwell Ind	Warehousing	132,000 Sq. Ft.
P8	Redlands Indus	Warehousing	113,000 Sq. Ft.
P9	Rider Self Storage	Warehousing	70,000 Sq. Ft.
P10	LPC West Industrial	Warehousing	157,000 Sq. Ft.
P11	Rider 4	High-Cube Warehouse	548,000 Sq. Ft.
P12	Patriot Ind	High-Cube Warehouse	286,000 Sq. Ft.
P13	First Indus (Goodwin)	High-Cube Warehouse	248,000 Sq. Ft.
P14	Lakecreek West	High-Cube Warehouse	300,000 Sq. Ft.
P15	Lakecreek East	High-Cube Warehouse	256,000 Sq. Ft.
P16	Lakecreek Placentia	High-Cube Warehouse	509,000 Sq. Ft.
P17	First Sinclair	High-Cube Warehouse	423,000 Sq. Ft.
P18	Sinclair Indu	High-Cube Warehouse	436,000 Sq. Ft.
P19	Orbis Indus Truck Yard	Truck/ Trailer Parking Lot	26 Acres
P20	Vida Church Expansion	Church	25,000 Sq. Ft.
P21	Target	Free-Standing Discount Superstore	151,000 Sq. Ft.
P22	Commercial Shopping Plaza	Shopping Plaza	93,000 Sq. Ft.
P23	Habit & QSRs	High-Turnover (Sit-Down) Restaurant	8,000 Sq. Ft.
P24	Pollo Campero	High Turnover (Sit-Down) Restaurant	3,000 Sq. Ft.
P25	Raising Canes	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.
P26	Panera	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.
P27	Better Buzz Coffee Shop	Coffee/ Donut Shop with Drive-Through Window	2,000 Sq. Ft.
P28	Gas Station carwash & Hotel	Mixed Use	8 Vehicle Fueling Positions, 75 Rooms
P29	Beyond Market; drive-thru wash	Automated Car Wash	9,000 Sq. Ft.
P30	Tommy's carwash & QSR	Automated Car Wash	9,000 Sq. Ft.
P31	7-Eleven Auto Carwash	Automated Car Wash	4,000 Sq. Ft.
City of Moreno Valley			
MR 1	Cresta Bella	Mixed Use	367 units, 8,000 Sq. Ft. of strip retail plaza,

No.	Project	Land Use	Size
			6,000 Sq. Ft. of fast casual restaurant.
MR 2	Beyond Food Market	Convenience Store/ Gas Station	16,000 Sq. Ft.
MR 3	Kaiser Expansion Project	Medical-Dental Office Building	405,000 Sq. Ft.
MR 4	Aquabella Specific Plan	Mixed Use	7,500 units of low-rise residential, 7,500 units of mid-rise housing, 50,000 Sq. Ft. of shopping center, 300 hotel rooms, 3,995 Elementary school student, 2,049 middle school students, 15 acres of public parks, 25 acres of active sports park

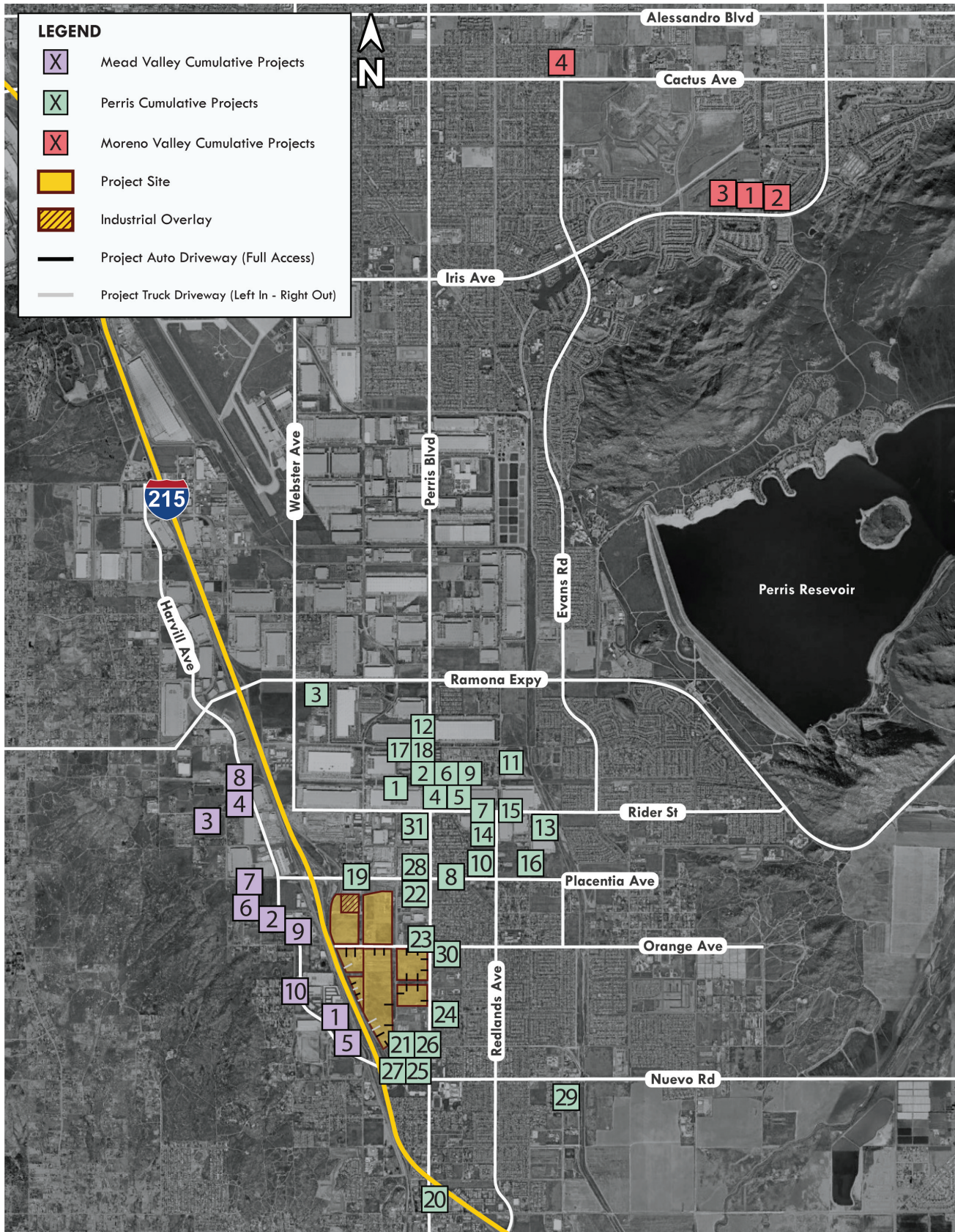
Mead Valley

MV 1	PP23170	High-Cube Warehouse	287,000 Sq. Ft.
MV 2	PPT220002	High-Cube Warehouse	435,000 Sq. Ft.
MV 3	TPM38337	High-Cube Warehouse	591,000 Sq. Ft.
MV 4	PPT180023	High-Cube Warehouse	203,000 Sq. Ft.
MV 5	PPT240005	Hotel	310 Rooms
MV 6	PPT220047	Warehouse	192,000 Sq. Ft.
MV 7	PPT230048	Warehouse	186,000 Sq. Ft.
MV 8	PPT190032	Mixed Use	53,000 Sq. Ft of Warehouse., 10 Acres of Truck/Trailer parking lot
MV 9	PPT210021	Mixed Use	16,000 Sq. Ft., 11 Acres of Truck/Trailer parking lot
MV 10	PP23170	Mixed Use	12,000 Sq. Ft., 14 Acres of Truck/ Trailer parking lot

Notes: Provided by City of Perris Development Services Department. Sq. Ft. – square feet.

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Cumulative Projects



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 5-1

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5.1 Aesthetics

5.1.1 INTRODUCTION

This section describes the visual setting and aesthetic character of the Specific Plan Area and evaluates the potential for the Project to impact scenic vistas, the visual character and quality of the Specific Plan Area, and cause light and glare impacts. The analysis focuses on changes that would be seen from public viewpoints and provides an assessment of whether aesthetic changes from Project implementation would result in substantially degraded aesthetic conditions. Descriptions of existing aesthetic/visual conditions are based, in part, on site visits by the consulting team, analysis of aerial photography (Google Earth Pro, 2020), and the Project application materials submitted to the City of Perris and described in Section 3.0, *Project Description*, of this Draft EIR. This section is also based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- California Department of Transportation (Caltrans) Scenic Highway Mapping System (Caltrans, 2018)

Aesthetics Terminology

- **Aesthetic Resources** include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that provide an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.
- **Scenic Resources** are visually significant hillsides, ridges, water bodies, and buildings that are critical in shaping the visual character and scenic identity of the area and surrounding region.
- **Scenic Vistas** are defined as panoramic views of important visual features, as seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting.
- **Visual Character** broadly describes the unique combination of aesthetic elements and scenic resources that characterize a particular area. The quality of an area's visual character can be qualitatively assessed considering the overall visual impression or attractiveness created by the particular landscape characteristics. In urban settings, these characteristics largely include land use type and density, urban landscaping and design, architecture, topography, and background setting.

5.1.2 REGULATORY SETTING

5.1.2.1 Federal Regulations

There are no federal regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.2 State Regulations

There are no State regulations concerning aesthetic impacts that are applicable to the Project.

5.1.2.3 Local and Regional Regulations

Riverside County Ordinances

Ordinance Number 655 County of Riverside Regulating Light Pollution. The intent of Riverside County Ordinance Number 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays, which have a detrimental effect on astronomical observation and research.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to aesthetics that are applicable to the Project:

Conservation Element

Policy X.B.1 Explore the benefits of an urban forestry program such as Tree City USA, to capitalize on the environmental, social, aesthetic and economic benefits of trees in the urban environment.

Goal VII Protection of significant landforms.

Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.

Open Space Element

Policy III.A.2 Discourage subdividing land if such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the City of Perris Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The City of Perris Good Neighbor Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The City of Perris Good Neighbor Guidelines contain the following policies related to aesthetics that are applicable to future industrial developments within Phase 2 of the Specific Plan:

Goal 1 Protect the neighborhood characteristics of the urban, rural, and suburban communities.

Policy 1.2 Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.

Policy 1.5 All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.

Policy 1.20 The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.

Goal 4 **Provide Buffers between Warehouses and Sensitive Receptors**

Policy 4.2 A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.

- Policy 4.3** Percentage of landscaping for projects in the General Industrial (GI) Zone shall be increased from 10 to 12 percent and projects in the Light Industrial (LI) Zone shall be increased from 12 to 14 percent.
- Policy 4.4** Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berm in front of the wall to soften the view of the wall from the public right of way.
- Policy 4.5** The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.
- Policy 4.6** Sites shall be densely screened with landscaping along all bordering streets and adjacent/across the street from sensitive receptors. Trees along the landscape setbacks shall be at least 48- inch box in size and range in height between 14 and 25 feet be Trees should be planted a distance of 20 feet on center. Fifty percent of the landscape screening shall include a minimum of 36-inch box, evergreen trees. Palm trees shall not be utilized.
- Policy 4.9** Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.

Perris Municipal Code

Section 19.02.110 Lighting. This Municipal Code section regulates the provision of lighting and requires that lighting be directed away from adjoining properties and public rights-of-way.

Chapter 19.70, Landscaping. This Municipal Code section regulates landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; provides criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects.

5.1.3 ENVIRONMENTAL SETTING

Aesthetic resources include a combination of numerous elements, such as landforms, vegetation, water features, urban design, and/or architecture, that impart an overall visual impression that is pleasing to, or valued by, its observers. Factors important in describing the aesthetic resources of an area include visual character, scenic resources, and scenic vistas. These factors together not only describe the intrinsic aesthetic appeal of an area, but also communicate the value placed upon a landscape or scene by its observers.

Scenic Vistas

Scenic vistas are panoramic views of important visual features, as seen from public viewing areas. The Specific Plan Area is located in a primarily developed area with industrial and commercial uses, residences, and roadways. The City of Perris General Plan does not designate specific scenic resources or scenic vistas. Long distance background views of the surrounding foothills to the east are available from public vantage points along West Placentia Avenue, Orange Avenue, Frontage Road, Barrett Avenue, Perris Boulevard, and Indian Avenue.

Visual Character and Quality of Site and Surrounding Area

The Specific Plan Area includes two vacant single-family residences, remnants of two demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*, in Section 3.0, *Project Description*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School.

The existing visual character of the area surrounding the Specific Plan Area is dominated by industrial warehouses, commercial buildings, residences, and educational uses. There is no consistent architectural or visual theme within the surrounding area.

The Specific Plan Area is generally bound by the I-215 freeway followed by industrial development to the west; the I-215 freeway and commercial uses the south; North Perris Boulevard followed by commercial, residential, and vacant land to the east; and West Placentia Avenue followed by industrial development to the north.

Scenic Highways

The nearest “officially designated” state scenic highway to the City of Perris is the segment of State Route 74 (SR-74) located east of the City of Hemet about 20 miles east of Perris. The closest Eligible State scenic highway is a portion of SR-74/West 4th Street, and the I-215 interchange with SR-74, both located approximately 1.3 miles south of the Specific Plan Area. The Specific Plan Area is not within the viewshed of the Eligible State scenic highway (Caltrans, 2019).

Light and Glare

The Specific Plan Area is mostly vacant land that has been disturbed from previous agricultural uses with exception of two single-family residences and remnants of two previously demolished single-family residences at the intersection of Orange Avenue and Indian Avenue, and Val Verde Elementary School located within the Overlay area. The Specific Plan Area is surrounded by sources of nighttime lighting that includes lamination from vehicle headlights, streetlights, off-site exterior industrial/commercial lighting, and interior lighting passing through windows. Sensitive receptors to lighting and glare include motorists and pedestrians passing through the Specific Plan Area and the residences to the east of the Specific Plan Area along Barrett Avenue.

Glare can emanate from many different sources, some of which include direct sunlight, sunlight reflecting from cars or buildings, and bright outdoor or indoor lighting. Glare in the Specific Plan vicinity is generated by building and vehicle windows reflecting light. However, there are no substantial buildings or structures near the Specific Plan Area that presently generate substantial glare since most of the buildings are limited to one- to two-story structures that are constructed of non-reflective materials and are not surfaced with a substantial number of windows adjacent to one another that would create a large reflective area.

5.1.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AES-1 Have a substantial adverse effect on a scenic vista.
- AES-2 Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State scenic highway.
- AES-3 In nonurbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from a publicly

accessible vantage point), or if the project is in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality.

- AES-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

5.1.5 METHODOLOGY

Aesthetic resources were assessed based on the visual quality of the Specific Plan Area and surrounding areas and the changes that would occur from Specific Plan buildout, including project-specific development of Phase 1. The significance determination for scenic vistas is based on whether the vista can be viewed from public areas within or near the Specific Plan Area and the potential for the Project to either hinder views of the scenic vista or result in its visual degradation. As the Specific Plan Area is located within an urban area, the evaluation of aesthetic character identifies the Project would conflict with applicable zoning and other regulations governing scenic quality.

The analysis of light and glare identifies light-sensitive land uses and describes the Project's proposed light and glare sources, and the extent to which Project lighting could spill off the Specific Plan Area onto adjacent existing and future light-sensitive areas. The analysis also considers the potential for sunlight to reflect off building surfaces (glare) and the extent to which such glare would interfere with the operation of motor vehicles or other activities.

5.1.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060-square-foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT AES-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL EFFECT ADVERSE EFFECT ON A SCENIC VISTA.

Specific Plan Area

Less than Significant Impact. A majority of the Specific Plan Area is currently undeveloped and is frequently disked for weed abatement. Additionally, the Specific Plan Area includes two vacant single-family residences and remnants of two demolished single-family residences along Indian Avenue. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The Specific Plan Area is located in a primarily developed area with industrial, commercial, educational, and residential uses. The City of Perris General Plan does not designate specific scenic resources. Long range views of the surrounding foothills to the east from public vantage points along West Placentia Avenue, Orange Avenue, Frontage Road, Barrett Avenue, Perris Boulevard, and Indian Avenue, are mostly obstructed and fragmented by intervening buildings structures, utility poles, trees, and other elements of the built environment.

The Phase 1 development would result in the development of seven industrial buildings with a maximum height of 60 feet, and a commercial area with 10 total buildings and a maximum height of 50.5 feet. All development within the proposed Phase 1 site would be set back from adjacent streets and would not encroach on the limited existing public long-distance views. The proposed commercial buildings would be set back 25 feet from North Perris Boulevard, 42.02 feet from Harvest Landing Way, and 70 feet from Barrett Avenue. The Phase I MBU buildings would be set back 25.1 feet from Barrett Avenue, 25 feet from Frontage Road, and 100.8 feet from Orange Avenue. Therefore, the Phase 1 development will have a less than significant impact on scenic vistas.

All structures, including structures implemented in the future Phase 2 development would be required to adhere to Perris Municipal Code Chapter 19.70 requiring landscaped setbacks to screen buildings from public vantage points, as well as the Development Standards and Design Guidelines sections of the Harvest Landing Specific Plan. Phase 2 development would not affect the limited long range views of the surrounding foothills as they would continue to be available from public vantage points along surrounding streets as shown in Figure 5.1-1.

Therefore, the Project would not substantially damage scenic resources, obstruct any prominent scenic vista, or view open to the public. As such, potential impacts would be less than significant.

IMPACT AES-2: THE PROJECT WOULD NOT SUBSTANTIALLY DAMAGE SCENIC RESOURCES, INCLUDING BUT NOT LIMITED TO TREES, ROCK OUTCROPPINGS, AND HISTORIC BUILDINGS WITHIN A STATE SCENIC HIGHWAY.

Specific Plan Area

No Impact. There are no officially designated State scenic highways adjacent to the Specific Plan Area. As discussed above, the nearest “officially designated” state scenic highway to the City of Perris is the segment of SR-74 located east of the City of Hemet and the closest Eligible State scenic highway is a portion of SR-

¹ The Phase 2 buildout square footage of 4,007,955 SF was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 SF. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 SF was assumed.

74/West 4th Street, and the I-215 interchange with SR-74, both located approximately 1.3 miles south of the Specific Plan Area (Caltrans 2022). The Specific Plan Area is not visible from either of these locations. Accordingly, Project implementation would not adversely impact the viewshed of scenic highways, and the Project would not impact scenic resources within scenic highways, including trees, rock outcroppings, and historic buildings.

IMPACT AES-3: THE PROJECT WOULD NOT, IN NONURBANIZED AREAS, SUBSTANTIALLY DEGRADE THE EXISTING VISUAL CHARACTER OR QUALITY OF PUBLIC VIEWS OF THE SITE AND ITS SURROUNDINGS (PUBLIC VIEWS ARE THOSE THAT ARE EXPERIENCED FROM A PUBLICLY ACCESSIBLE VANTAGE POINT), OR IF THE PROJECT IS IN AN URBANIZED AREA, CONFLICT WITH APPLICABLE ZONING AND OTHER REGULATIONS GOVERNING SCENIC QUALITY.

Less than Significant Impact. According to Public Resources Code Section 21071(a)), an urbanized area is an incorporated city that meets either of the following criteria: (1) has a population of at least 100,000 persons, or (2) has a population of less than 100,000 persons if the population of that city and no more than two contiguous incorporated cities combined equals at least 100,000 persons. According to the US Census Bureau, in July 2023 the City of Perris' population was approximately 80,603, the population of Moreno Valley, the contiguous city to the north, was 212,392, and the population of Menifee, the contiguous city to the south, was 113,433; therefore, the Specific Plan Area is in an "urbanized area."

Project approval would amend the site's land use designations and zoning designations, which govern land use and building design.

Phase I Development

The Harvest Landing Specific Plan serves as a guide for development within the Harvest Landing Specific Plan planning area. The proposed Specific Plan Amendment includes new design guidelines in order to strike a balance between the creation of commercial and business/industrial developments that are aesthetically pleasing, while respecting use and function. The Specific Plan Amendment would amend the maximum floor area ratio for both Commercial and MBU uses from 0.35 to 0.75, which is consistent with the City of Perris General Plan Community Commercial and Light Industrial land use designations. As detailed in Section 3.0, *Project Description*, the seven Phase 1 Business Park buildings would have a floor area ratio ranging from 0.12 to 0.45 FAR and would, therefore, be well within the allowable onsite density. The Community Commercial Shopping Center would have a floor area ratio of 0.26 and the Commercial Big Box Retail site would have a floor area ratio of 0.17 and would, therefore, also be well within the allowable onsite density. The Specific Plan Amendment contains Design Standards and Design Guidelines for architecture, landscaping, outdoor furnishings, walls and fencing, lighting, color palette, access/parking, public art, and outdoor storage that are intended to regulate the scenic quality of the area, consistent with the City's General Plan, which are listed in Table 5.1-1.

Table 5.1-1: Phase 1 Consistency with the Harvest Landing Specific Plan Amendment Development Standards

Harvest Landing Specific Plan Amendment Development Standards		Phase 1 Consistency
MBU Land Use Designation		
Maximum FAR	0.75	0.28 (0.12-0.45)
Maximum Lot Coverage	50%	27.8% (12.4%-44.6%)
Maximum Structure Height	60 Feet	60 Feet
Minimum Front and Side Street Setbacks	Private street – 10 feet Arterial – 10 Feet Expressway and Freeway –15 Feet	Barret Ave: 25.1 ft Orange Ave: 100.8 ft Frontage Road: 25 ft
Parking	Warehouse 1 st 20K square feet building area: 1 stall/1,000 square feet (60 stalls) Above 20K square feet building area: 1 stall/2,000 square feet (70 stalls) High Cude Warehouse 1 st 20K square feet building area: 1 stall/1,000 square feet (80 stalls) 2 nd 20K square feet building area: 1 stall/2,000 square feet (40 stalls) Above 40K square feet building area: 1 stall/5,000 square feet (275 stalls) 525 total auto parking stalls	1,477 auto parking stalls
Minimum Landscaping	12% (858,050 square feet)	20.2% (1,239,079 square feet)
Commercial Land Use Designation		
Maximum FAR	0.75	Community Shopping Center – 0.26 Commercial Big Box Retail – 0.17
Maximum Lot Coverage	50%	25.80%
Maximum Structure Height	51 Feet	50.5 Feet
Minimum Front and Side Street Setbacks	Private street – 5 feet Local and Collector Street - -5 Feet Primary, Secondary, and Project Arterial- 10 Feet	N. Perris Blvd: 25 ft Orange Ave: 15.03 ft Harvest Landing Way: 42.02 feet Barret Ave: 70 feet
Parking	1 space per every 200 square feet (1,852 stalls)	1,960 stalls
Minimum Landscaping	10% (89,340 square feet)	18% (163,580 square feet)

The Specific Plan development standards are intended to minimize adverse aesthetic impacts associated with new development projects. As shown in Table 5.1-1, Phase 1 would be consistent with the Specific Plan development standards that are applicable to the proposed Project.

The Specific Plan Area is within an urbanizing area that is mostly developed with light industrial uses, vacant lots, residences, and commercial centers. The Project applicant would develop the Retail Center and Business Park with setbacks and would not encroach into public long-distance views. In addition, in order to visually reduce the size and bulk of the structures, Project frontages would be articulated with windows and different setbacks, heights, and architectural projections to provide separation between different portions of the site. Parking and landscaping areas would be located in the setback areas between roadways and the building, which would minimize the visual scale of the structures. The proposed Project would provide landscaping onsite and along adjacent streets. Areas adjacent to the buildings would be landscaped with trees and a variety of shrubs and ground covers in accordance with the proposed Landscape Plan and Harvest Landing Specific Plan landscape guidelines. The size and height of the proposed trees (that include vertical growing species) would reduce the visual perception of the structures and provide uniform landscaping onsite. Trees would be installed pursuant to the City's standard requirements and pursuant to 2022 CALGreen Code requirements for landscape screening (as verified during the permitting process). Additionally, the layering of landscaping between the proposed structures and the surrounding roadways would provide visual depth and distance between the roadways and proposed structures. Moreover, the City of Perris Planning Department has reviewed the proposed Phase 1 developments and has determined the Project would not conflict with the Perris Municipal Code or General Plan design regulations involving building architecture, landscaping, infrastructure, and road system design standards. As discussed in Table 5.1-2 below, the Project would be consistent with the goals and policies related to scenic quality set forth by the City of Perris General Plan. Thus, the Project would not conflict with applicable zoning and other regulations governing scenic quality and potential impacts would be less than significant.

Table 5.1-2: Consistency with City of Perris General Plan Policies Related to Aesthetics

General Plan Policy	Project Consistency
Conservation Element	
Goal VII Protection of significant landforms.	Consistent. As discussed in Section 4.0, <i>Environmental Setting</i> , the Specific Plan Area is largely vacant with the exception of two single-family residences. The site is disturbed from previous agricultural activities and is vegetated with non-native grasses. The site is relatively flat. Thus, there are no significant landforms present onsite that would be removed as a part of the Project.
Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.	Consistent. The Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.
Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box.

General Plan Policy	Project Consistency
Open Space Element	
Policy III.A.2 Discourage subdividing land if such subdivisions create lots that would require significant grading or removal of rock outcroppings to accommodate development.	Consistent. A subdivision is not included as part of the proposed Project. In addition, the Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.

As shown above in Tables 5.1-1 and 5.1-2, the proposed Project would be consistent with the Harvest Landing Specific Plan and City regulations regarding aesthetics and scenic quality, which would be verified by the City during the development permitting process. Therefore, while the proposed Project would change the visual character of the site, it would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, potential impacts would be less than significant.

Phase II Buildout

As discussed above, future development would be required to comply with standards provided in the Harvest Landing Specific Plan for MBU, General Plan policies, and Perris Good Neighbor Guidelines. As shown in Table 5.1-3, future developments within the Phase 2 Specific Plan Area would be developed consistent with Good Neighbor Guidelines goals and policies related to aesthetics through adherence to Harvest Landing Specific Plan design standards. Therefore, the Project would not conflict with zoning and regulations, and potential impacts would be less than significant.

Table 5.1-3: Consistency with Good Neighbor Guidelines Related to Aesthetics

Good Neighbor Guidelines Policy	Project Consistency
Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.	
Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.	Consistent. The Phase 2 development would comply with all development standards set by the Harvest Landing Specific Plan.
All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.	Consistent. All outdoor lighting would be installed pursuant to Perris Municipal Code Section 19.02.110 to limit glare and spill over to adjacent properties.
The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.	Consistent. As set forth within Section 4.2.6 of the Harvest Landing Specific Plan and in accordance with the Perris Municipal Code (Section 19.71.050), shade trees shall be provided within the vehicular parking areas to attain a minimum 50% shade coverage of the parking area within five years of planting.
Goal #4: Provide buffers between warehouses and sensitive receptors.	
Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.	Consistent. As set forth in Section 4.2.4 of the Harvest Landing Specific Plan, all outdoor storage areas and operations within the MBU designation shall be screened by a screen wall. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape.
The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to	Consistent. As specified within Section 5.2.1 of the Harvest Landing Specific Plan, buildings are encouraged to use of high-quality natural building materials such as brick, stone, tinted/textured concrete (tilt-up). Furthermore, buildings over 100,000 square feet would

Good Neighbor Guidelines Policy	Project Consistency
result in interior and exterior areas that can be used by the general public, visitors, and employees.	be required to provide areas for employees to enjoy their break outdoors onsite, in addition to the proposed employee amenity area within Phase 1.
Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.	Consistent. As set forth in Section 4.2.4 of the Harvest Landing Specific Plan, all outdoor storage areas and operations within the MBU designation shall be screened by a screen wall. Screen walls exceeding 8 feet in height shall be softened with earthen berms and dense landscape.

IMPACT AES-4: THE PROJECT WOULD NOT CREATE A NEW SOURCE OF SUBSTANTIAL LIGHT OR GLARE WHICH WOULD ADVERSELY AFFECT DAY OR NIGHTTIME VIEWS IN THE AREA.

Less than Significant with Mitigation Incorporated. Existing sources of light in the Specific Plan vicinity include illumination from vehicle headlights, streetlights, building illumination, security lighting, and lighting from building interiors that pass-through windows. Development of the Project would introduce new sources of light and glare into the area from street lighting, parking lot, and outdoor lighting. The Specific Plan Area is located in a developed area with other industrial and commercial developments as well as I-215. The spill of light onto surrounding properties and “night glow” would be reduced by using hoods and other design features on the light fixtures used within the proposed Project.

Construction

Specific Plan Area

There would be limited, if any, nighttime lighting required for Project construction. Perris Municipal Code Section 7.34.060 limits construction between the hours of 7 a.m. to 7 p.m. Monday to Saturday, with no construction activity permitted on Sundays and national holidays. Thus, most construction activities would occur during daytime hours during the week. Construction-related illumination would be used for limited safety and security purposes. Such security lights may result in nighttime glare to motorists on the adjacent roadways. However, this potential impact would be reduced to a less than significant level through the City’s standard project review and approval process and with implementation of Mitigation Measure AES-1.

Operation

Phase I Development

As shown in Figures 3-9 through 3-15, the building exteriors within the MBU area would consist of painted concrete in shades of gray, white, and blue, metal clad canopies, and blue glazing. As shown in Figure 5.1-2, the Community Shopping Area would feature shades of white, beige, and grey with brown accents. Stone veneer, white brick veneer, and metal wall panels would be used as accent materials. Additionally, windows would be finished as black clear glass. Other features such as black metal trellises and metal canopies would provide shade within the shopping center. Figure 3-23 shows that the Commercial Big Box Building would have a modern architectural scheme featuring shades of white and grey with blue accents. The building exterior would not include large areas of reflective surfaces that could result in increased glare to surrounding land uses, and the Project would not expose any aircraft from March Air Reserve Base/Inland Port Airport to glare that would inhibit flight safety. The proposed building materials do not consist of highly reflective materials, lights would be shielded consistent with Perris Municipal Code Section 19.02.110 and Harvest Landing Specific Plan requirements, and the proposed landscaping along the Specific Plan

boundaries would screen some sources of light and reduce the potential for glare. The proposed Project would create limited new sources of light or glare from security and site lighting but would not adversely affect day or nighttime views in the area given the similarity of the existing lighting in the surrounding urbanizing environment. Thus, operation of the Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area, and potential impacts would be less than significant.

Phase II Buildout

Development within the Phase 2 area, inclusive of the Specific Plan Overlay area, would be developed with similar architectural features as those in Phase 1 and would comply with the Perris Municipal Code Section 19.02.110 (Lighting) and Harvest Landing Specific Plan Development Standards and Design Guidelines. Future developments within the Phase 2 area would be reviewed by the City of Perris Planning Division to ensure that development would be consistent with Perris Municipal Code Section 19.02.110 and the Harvest Landing Specific Plan Development Standards and Design Guidelines. Accordingly, potential operational light and glare impacts from Phase 2 buildout would be less than significant.

Project Rendering - Site Entrance from Orange Avenue



VIEW FROM ORANGE AVE. AND FRONTAGE RD. LOOKING EAST

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Project Rendering - Community Retail Center



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5.1.7 CUMULATIVE IMPACTS

The cumulative aesthetics study area for the proposed Project includes the viewshed from public areas that can view the Specific Plan Area as well as locations that can be viewed from the Specific Plan Area. Although views of the surrounding hills are available within the Specific Plan Area, they are not panoramic and are partially obstructed by existing surrounding development. Additionally, these views are available throughout the cumulative study area and are not unique to the Specific Plan Area. As discussed previously, the proposed commercial buildings would be setback 25 feet from Perris Boulevard, 42.02 feet from Harvest Landing Way, and 70 feet from Barrett Avenue. The Phase I MBU area would be setback 25.1 feet from Barrett Avenue, 25 feet from Frontage Road, and 100.8 feet from Orange Avenue would not encroach into existing public long-distance views of surrounding foothills. Thus, the Project would not result in an impact that could be cumulatively considerable.

As shown in Figure 5-1, *Cumulative Projects*, and listed in Table 5-1, *Cumulative Projects List*, in Section 5.0, *Environmental Impact Analysis*, nearby projects include the Orbis Truck Yard located across Placentia Avenue, a Target store located just southeast of the Specific Plan Area, and a Habit and high turnover sit-down restaurants located at the northwest corner of Perris Boulevard and Orange Avenue. All are within the viewshed of the proposed Specific Plan Area. Implementation of the City's zoning design guidelines and development standards would result in a coordinated development that would be ensured through the City's development permitting process.

The Project would not conflict with applicable Harvest Landing Specific Plan or City design guidelines, as detailed in Tables 5.1-1 through 5.1-3. Therefore, the Project would have no potential to contribute to cumulatively considerable impacts related to conflict with applicable zoning and other regulations governing scenic quality. The cumulative change in visual condition that would result from the proposed Project, in combination with future nearby projects would not be considered adverse, because the proposed Project would implement the Specific Plan guidelines related to architecture, landscaping, signs, lighting, and other related items that are intended to improve visual quality.

Furthermore, the proposed Project would comply with Perris Municipal Code Section 19.02.110 regarding outdoor lighting. Cumulative projects, as with the Project, would not consist of highly reflective materials, and lights would be shielded consistent with Perris Municipal Code Section 19.02.110 requirements, and landscaping along project boundaries would screen some sources of light and reduce the potential for glare would also be required. Nearby projects would also be built in compliance with the Perris Municipal Code and would therefore not result in a cumulative impact related to lighting or glare.

5.1.8 EXISTING REGULATIONS

Riverside County Ordinance Number 655: Light Pollution

- Perris Municipal Code Section 19.02.110: Lighting
- Perris Municipal Code Section 19.70: Landscaping
- City of Perris Good Neighbor Guidelines Goal 1, Policy 1.5: Lighting

5.1.9 PROJECT DESIGN FEATURES

None.

5.1.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impact AES-1, AES-2, and AES-3 would be less than significant. Without mitigation, Impact AES-4 would be **potentially significant**.

5.1.11 MITIGATION MEASURES

Mitigation Measure AES-1: Construction Lighting. Prior to issuance of grading permits, the Project developer(s) shall provide evidence to the City that any temporary nighttime lighting installed for security purposes shall be downward facing and hooded or shielded to prevent security light spillage outside of the staging area or direct broadcast of security light into the sky.

5.1.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measure AES-1 and compliance with regulatory requirements, potential Project impacts to aesthetics would be less than significant. No significant and unavoidable adverse impacts related to aesthetics would occur.

5.1.13 REFERENCES

- California Department of Transportation (Caltrans). (2019). *Caltrans State Scenic Highway System Map*.
<https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aaca>
- City of Perris. (July 2005a). *City of Perris General Plan 2030*. Retrieved September 12, 2023, from
<https://www.cityofperris.org/departments/development-services/general-plan>
- City of Perris. (July 2005b). *City of Perris General Plan 2030 Environmental Impact Report*. Retrieved September 12, 2023, from
<https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

5.2 Agriculture and Forestry Resources

5.2.1 INTRODUCTION

This section describes the agriculture and forestry resource conditions in the Project region and potential impacts to agriculture and forestry resources as a result of Project implementation. The analysis in this section is based, in part, on the following documents and resources:

- California Department of Conservation Farmland Mapping and Monitoring Program
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code

5.2.2 REGULATORY SETTING

5.2.2.1 Federal Regulations

Forest and Timberland

The United States Forest Service (USFS) defines a forested area as "forest land" if it is at least one acre in size and at least 10 percent occupied by forest trees of any size or formerly having had such tree cover and not currently developed for non-forest use. Non-forest uses may include cropland, pasturelands, residential areas, and other land uses. Forest land includes transition zones which are those "areas located between heavily forested and non-forested lands that are at least 10 percent stocked with forest trees, and forest areas adjacent to urban and built-up lands." The majority of federal forest land is managed as the National Forest System.

"Timberland" is land owned by the federal government and designated by the State Board of Forestry and Fire Protection as experimental forest land, which is available for and capable of growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees. Sections 51112 or 51113 (h) of the California Public Resources Code defines "Timberland Production Zone" (TPZ) is land used for growing and harvesting timber and compatible uses.

Forest Plans

The USFS Land and Resources Management Plans (Forest Plans) describe the management of national forests. These plans apply only to federal lands under the administration of the USFS; they are not applicable to privately owned land within the national forest boundaries or privately owned land adjacent to the national forest boundaries. The following types of decisions are made in the Forest Plans:

1. Establishment of forest-wide objectives, with a description of the desired condition;
2. Establishment of forest-wide management standards;
3. Establishment of management areas and management prescriptions;
4. Establishment of lands suitable for the production of timber;
5. Establishment of monitoring and evaluation requirements; and
6. Recommendations to Congress of areas eligible for wilderness or wild and scenic river designation.

Farmland Protection Policy Act

The purpose of the Farmland Protection Policy Act is to minimize federal programs' contribution to the conversion of farmland to nonagricultural uses by ensuring that federal programs are administered in a manner that is compatible with state, local, and private programs designed to protect farmland.

Farmland Protection Program

The Natural Resources Conservation Service (NRCS), a federal agency within the United States Department of Agriculture, is the agency primarily responsible for implementation of the Farmland Protection Policy Act. The NRCS provides technical assistance to federal agencies, state and local governments, tribes, or nonprofit organizations that desire to develop farmland protection programs and policies. The NRCS summarizes Farmland Protection Policy Act implementation in an annual report to Congress. The Farmland Protection Policy Act also established the Farmland Protection Program and Land Evaluation and Site Assessment rating system.

The NRCS also administers the Farmland Protection Program, a voluntary program aimed at keeping productive farmland in agricultural uses. Under the program, the NRCS provides matching funds to state, local, or tribal government entities and nonprofit organizations with existing farmland protection programs to purchase conservation easements. The goal of the program is to protect between 170,000 and 340,000 acres of farmland per year (USDA-NRCS, 2024). Participating landowners agree not to convert the land to nonagricultural use and retain all rights to use the property for agriculture. A minimum of 30 years is required for conservation easements and priority is given to applications with perpetual easements. The NRCS provides up to 50 percent of the fair market value of the easement being conserved (USDA-NRCS, 2024). To qualify for a conservation easement, farmland must meet several criteria. The land must be:

- Prime, unique, or other productive soil, as defined by the NRCS based on factors such as water moisture regimes, available water capacity, developed irrigation water supply, soil temperature range, acid-alkali balance, water table, soil sodium content, potential for flooding, erodibility, permeability rate, rock fragment content, and soil-rooting depth;
- Included in a pending offer to be managed by a nonprofit organization, state, tribal, or local farmland protection program;
- Privately owned;
- Placed under a conservation plan;
- Large enough to sustain agricultural production;
- Accessible to markets for the crop that the land produces; and
- Surrounded by parcels of land that can support long-term agricultural production.

5.2.2.2 State Regulations

Farmland Mapping and Monitoring Program

The California Department of Conservation Farmland Mapping and Monitoring Program was established in 1982 to track changes in agricultural land use and to help preserve areas of important farmland. It divides the state's farmland into different categories based on soil quality and existing agriculture, which are used to identify productive farmland and to analyze impacts on farmland. The various types of farmland identified by the Farmland Mapping and Monitoring Program include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, farmland of local importance, and grazing land. The highest rated important farmland is Prime Farmland.

Williamson Act Contracts

The California Land Conservation Act (Williamson Act) was passed in 1965 to protect specific parcels of land in agricultural and open space use. Landowners enter into 10-year contracts with local governments and in return receive lower property tax assessments. Williamson Act Contracts are self-renewing; the contracts automatically renew each year for an additional year. This continues indefinitely unless the County or the landowner files a Notice of Non-Renewal which then terminates the contract at the end of its term (9 years). When a Non-Renewal is filed by the landowner, the property tax assessment gradually reverts back to being computed upon full market value.

Timberland

Section 12220(g) of the California Public Resources Code defines forest land as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.

5.2.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan Conservation Element contains the following goal related to agriculture and forestry resources that are applicable to the Project:

Goal I Orderly conservation of agriculture lands to other approved land uses.

Policy I.A Establish growth management strategies to ensure the proper timing and economic provisions for utilities, major streets and other facilities so that orderly development will occur.

Perris Municipal Code

Chapter 19.74: Agricultural Preserve Procedures. According to Perris Municipal Code Chapter 19.74, the City has authorization to designate suitable areas of the City as agricultural preserves by resolution of the City Council pursuant to the Williamson Act of 1965 (Government Code section 51200 et seq.) for the purpose of establishing agricultural and compatible land uses. The Chapter provides procedures on notices of nonrenewal and cancellation of agricultural preserves.

5.2.3 ENVIRONMENTAL SETTING

5.2.3.1 Agricultural Resources

Regional

Natural resources in Riverside County and City of Perris include agricultural and grazing lands. In 2015, the County had approximately 132,183 acres of Prime Farmland, 42,096 acres of Farmland of Statewide Importance, and 37,726 acres of Unique Farmland (Riverside County, 2015). In 2020, the County had approximately 114,616 acres of Prime farmland, 43,768 acres of Farmland of Statewide Importance, and 30,526 acres of Unique Farmland (DOC, 2020).

Local

Historically, approximately 52 percent of land within the City of Perris was previously or has been used for agricultural purposes. Existing farmland within the City is often used for dry farming or the production of sod, alfalfa, or hay. Many agricultural fields within the City have been out of production for a number of years or have been converted to other uses. The City of Perris General Plan recognized that the City would continue to transform into a more urbanized area, reducing the potential for agriculture and supporting economic activities in the City (City of Perris, 2005).

Project Site

The Specific Plan Area was previously utilized for agricultural uses, but currently includes two single-family residences, remnants of two previously demolished single-family residences, vacant land, Val Verde Elementary School, and roadways. As shown in Figure 5.2-1, *Farmland Resources*, approximately 301.19 acres of the site are designated as Farmland of Local Importance, approximately 10.66 acres of the site is designated as Urban-Built Up Land, and approximately 46.43 acres of the site is designated as Other Lands by the California Department of Conservation Farmland Mapping and Monitoring Program (DOC, 2022a).

5.2.3.2 Forest Resources

The Specific Plan Area is located in the city of Perris, a rapidly urbanizing region that generally contains dry, sparsely-vegetated terrain in the natural condition, and does not contain any forest resources (City of Perris, 2005). As shown in Figure OS-3a of the Riverside County General Plan there are no forest resources in the Project's vicinity under existing conditions (Riverside County, 2015).

5.2.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- AG-2 Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- AG-3 Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).
- AG-4 Result in the loss of forest land or conversion of forest land to non-forest use.
- AG-5 Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

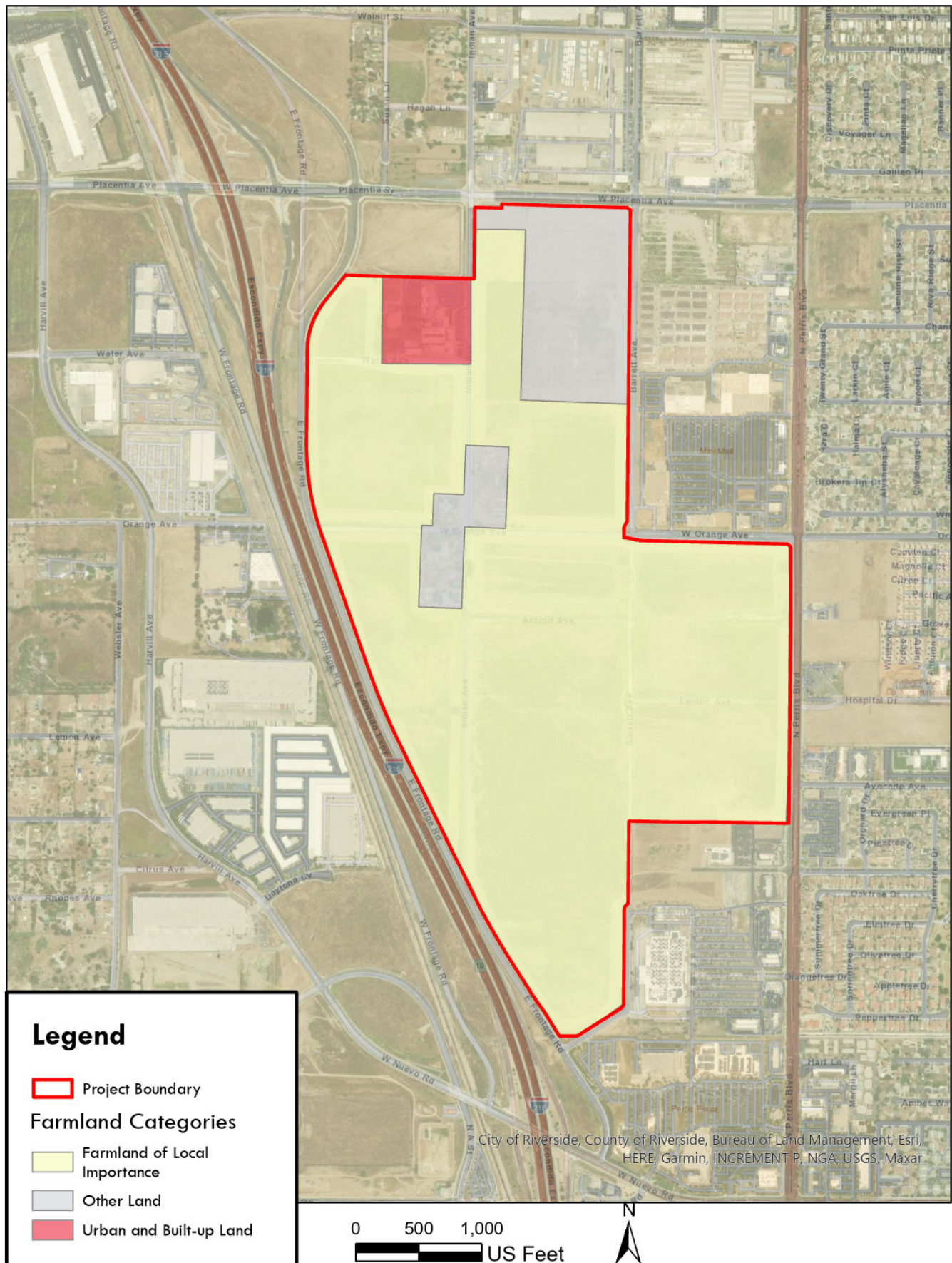
5.2.5 METHODOLOGY

Agricultural resources were assessed based on the California Department of Conservation's Farmland Mapping and Monitoring Program, which is a biennial report and mapping resource on the conversion of farmland and grazing land. Using this source, the proposed Project was analyzed for potential conversion of important farmland, conflicts with zoning designations, conversion of Williamson Act contract lands, and changes resulting from the proposed Project that could remove existing farmland from agricultural production.

Forest resources were assessed based on the City of Perris General Plan EIR and evaluation of the existing quantity of trees on or adjacent to the Project site. Using these sources, the proposed Project was analyzed for the potential conversion of forest land, conflicts with zoning designations for forest or timberland, and changes resulting from the proposed Project that could remove existing forest land or convert forest land to non-forest uses.

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Farmland Resources



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 5.9-1

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5.2.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060-square-foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a project-specific level within this section.

IMPACT AG-1: THE PROJECT WOULD NOT CONVERT PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE (FARMLAND), AS SHOWN ON THE MAPS PREPARED PURSUANT TO THE FARMLAND MAPPING AND MONITORING PROGRAM OF THE CALIFORNIA RESOURCES AGENCY, TO NON-AGRICULTURAL USE.

Specific Plan Area

No Impact. The State of California Department of Conservation's Farmland Mapping and Monitoring Program is responsible for producing maps for analyzing impacts on the state's agricultural resources. California's agricultural lands are rated based on soil quality and irrigation status. For CEQA purposes, the

¹ The Phase 2 buildout square footage of 4,007,955 SF was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 SF. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 SF was assumed.

following categories qualify as “Farmland”: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land.

As discussed above, approximately 301.19 acres of the site is designated as Farmland of Local Importance, approximately 10.66 acres of the site is designated as Urban-Built Up Land, and approximately 46.43 acres of the site is designated as Other Lands. The Specific Plan Area is partially developed and does not contain any existing farmland. Per Section 21060.1 of the CEQA Guidelines, Farmland of Local Importance is not considered Farmland. No surrounding areas are designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) by the Farmland Mapping and Monitoring Program. Per Section 21060.1 of the State CEQA Guidelines, Farmland of Local Importance is not considered Prime, Unique, or of Statewide Importance. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, no impact would occur.

IMPACT AG-2: THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR AGRICULTURAL USE, OR A WILLIAMSON ACT CONTRACT.

Specific Plan Area

No Impact. The Specific Plan Area is not under an active Williamson Act contract (DOC, 2022b). Therefore, the Project would not result in the cancellation of a contract and impacts related to a Williamson Act contract would not occur.

Approximately 6.9 acres of land to be annexed into the Harvest Landing Specific Plan is zoned Light Agriculture (A1). The rest of the amended Specific Plan Area is either currently zoned as Public (P) or various zoning designations within the existing Harvest Landing Specific Plan. According to Perris Municipal Code Section 19.20.010, the Light Agriculture (A1) zone is intended to provide for existing agricultural uses and act as a holding zone or interim designation until a property can be developed consistent with the City’s General Plan. The parcels zoned Light Agriculture (A1) have a current General Plan land use designation of Business Park (BP). Furthermore, none of these parcels are currently utilized for agricultural activity or operation, including but not limited to, the cultivation and tillage of the soil, dairying, the production, cultivation, growing, and raising of livestock, fur bearing animals, fish, or poultry, and any practices performed by a farmer or on a farm as incident to or in conjunction with such family operations, including preparation for market, delivery to storage or to market, or to carriers for transportation to market. The zone change included as part of the proposed Project would allow the zoning onsite to match the intended land uses. In addition, no agricultural activities have recently occurred onsite and the site has been planned for Business Park (BP) uses by the City of Perris General Plan.

Therefore, the Project would not conflict with existing zoning for agricultural use or a Williamson Act contract and no impact would occur.

IMPACT AG-3: THE PROJECT WOULD NOT CONFLICT WITH EXISTING ZONING FOR, OR CAUSE REZONING OF, FOREST LAND (AS DEFINED IN PUBLIC RESOURCES CODE SECTION 12220(G)), TIMBERLAND (AS DEFINED BY PUBLIC RESOURCES CODE SECTION 4526), OR TIMBERLAND ZONED TIMBERLAND PRODUCTION (AS DEFINED BY GOVERNMENT CODE SECTION 51104(G)).

Specific Plan Area

No Impact. The Specific Plan Area is located in an urbanized area of the City. There is no forest land or forest resources on or in proximity to the City of Perris. Additionally, the Specific Plan Area is not designated or zoned for forest or timberland or used for foresting. As such, development of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code

section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)) and no impact would occur.

IMPACT AG-4: THE PROJECT WOULD NOT RESULT IN THE LOSS OF FOREST LAND OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Specific Plan Area

No Impact. The Specific Plan Area is located in an urbanized area of the City. There is no forest land in the vicinity of the City of Perris. Therefore, development of the proposed Project would not cause loss of forest land or convert forest land to non-forest use. No impacts would occur to forest land or timberlands.

IMPACT AG-5: THE PROJECT WOULD NOT INVOLVE OTHER CHANGES IN THE EXISTING ENVIRONMENT WHICH, DUE TO THEIR LOCATION OR NATURE, COULD RESULT IN CONVERSION OF FARMLAND TO NON-AGRICULTURAL USE OR CONVERSION OF FOREST LAND TO NON-FOREST USE.

Specific Plan Area

No Impact. As detailed previously, buildout of the proposed Project would not facilitate the conversion of farmland within the Project vicinity to non-agricultural use. While the Project would convert a portion of the site from a zoning of Light Agriculture (A1) to Harvest Landing Specific Plan, the parcels currently zoned for agricultural uses have a General Plan land use designation of Business Park (BP) and have not been recently utilized for agricultural purposes. There are no existing agricultural activities currently onsite or in the surrounding area. Development of the Specific Plan Area would not convert Farmland to other uses. Additionally, the areas surrounding the Specific Plan Area are designated by the Farmland Mapping and Monitoring Program as Urban-Built Up Land or Farmland of Local Importance. There is no State-designated Farmland within the vicinity of the site.

There is no forest land or forest resources on or in proximity to the Specific Plan Area. Additionally, the Specific Plan Area is not designated or zoned for forest or timberland or used for foresting.

Therefore, buildout of the proposed Project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest use and no impact would occur.

5.2.7 CUMULATIVE IMPACTS

Agricultural Resources

The cumulative study area for agricultural resources for this Draft EIR is the County of Riverside as these resources are regularly assessed on the countywide level as part of the State's Farmland Mapping and Monitoring Program. Throughout the County, numerous development projects exist that would result in the additional conversion of agricultural land, including Prime Farmland and Farmland of Statewide Importance, to non-agricultural uses, such as the proposed Project. As discussed above, agricultural use in the County has declined over the last several decades as the result of urban expansion and economic conditions. Consequently, the County and incorporated cities within the County, such as the City of Perris, have set forth goals and policies to protect agriculture within their individual General Plans. Notwithstanding, the County and incorporated cities within the County continue to plan for growth, including in the vicinity of the City of Perris. The Project meets the City of Perris's goal to increase employment opportunities. There are no existing agricultural activities currently onsite or in the surrounding area and the Project would not result in the conversion of Farmland and the Project site is not designated as State Farmland. Therefore, the Project would not cumulatively contribute to the conversion of Farmland.

Forest Resources

The cumulative study area for forestry resources is the County of Riverside. There are no forest resources or woodland vegetation within the immediate vicinity of the Project site and limited lowland woodlands within the peripheries of the City. As discussed, Project implementation would not directly impact forest land, timberland, or timberland zoned Timberland Production. Therefore, the Project would not cumulatively contribute to forest resource impacts. Thus, cumulative impacts related to forest resources would not occur.

5.2.8 EXISTING REGULATIONS

None.

5.2.9 PROJECT DESIGN FEATURES

None.

5.2.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts AG-1, AG-2, AG-3, AG-4, and AG-5 would have no impact.

5.2.11 MITIGATION MEASURES

No mitigation measures are required.

5.2.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No impacts associated with agriculture and forestry resources would occur and no mitigation measures are required.

5.2.13 REFERENCES

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5.3 Air Quality

5.3.1 INTRODUCTION

This section addresses potential air quality emissions impacts that may result from implementation of the Project. The following discussion addresses the existing air quality conditions in the vicinity of the Specific Plan, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Harvest Landing Retail Center & Business Park Project Air Quality Impact Analysis*, prepared by Urban Crossroads, April 2025, included as EIR Appendix B
- *Harvest Landing Retail Center & Business Park Project Construction and Operational Health Risk Assessment*, prepared by Urban Crossroads, April 2025, included as EIR Appendix C.

5.3.2 REGULATORY SETTING

5.3.2.1 Federal Regulation

United States Environmental Protection Agency

Criteria Air Pollutants

At the federal level, the United States Environmental Protection Agency (EPA) has been charged with implementing national air quality programs. The EPA's air quality mandates are drawn primarily from the federal Clean Air Act, which was enacted in 1970. The most recent major amendments to the Clean Air Act were made by Congress in 1990.

The Clean Air Act requires the EPA to establish National Ambient Air Quality Standards. The EPA has established primary and secondary National Ambient Air Quality Standards for the following criteria air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), respirable particulate matter (PM₁₀), fine particulate matter (PM_{2.5}), and lead. Table 5.3-1 shows the National Ambient Air Quality Standards for these pollutants. The Clean Air Act also requires each state to prepare an air quality control plan, referred to as a state implementation plan. The Clean Air Act Amendments of 1990 added requirements for states with nonattainment areas to revise their state implementation plans to incorporate additional control measures to reduce air pollution. The state implementation plan is modified periodically to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins, as reported by their jurisdictional agencies. The EPA is responsible for reviewing all state implementation plans to determine whether they conform to the mandates of the Clean Air Act and its amendments, and to determine whether implementing the state implementation plans will achieve air quality goals. If the EPA determines a state implementation plan to be inadequate, a federal implementation plan that imposes additional control measures may be prepared for the nonattainment area.

The EPA also has regulatory and enforcement jurisdiction over emission sources beyond state waters (outer continental shelf), and those that are under the exclusive authority of the federal government, such as aircraft,

locomotives, and interstate trucking. The EPA's primary role at the state level is to oversee state air quality programs. The EPA sets federal vehicle and stationary source emissions standards and provides research and guidance in air pollution programs.

Table 5.3-1: Ambient Air Quality Standards for Criteria Pollutants

Pollutant	Averaging Time	State Standard	National Standard	Pollutant Health and Atmospheric Effects	Major Pollutant Sources
Ozone	1 hour	0.09 ppm	---	High concentrations can directly affect lungs, causing irritation. Long-term exposure may cause damage to lung tissue.	Formed when reactive organic gases and nitrogen oxides react in the presence of sunlight. Major sources include on-road motor vehicles, solvent evaporation, and commercial/industrial mobile equipment.
	8 hours	0.07 ppm	0.075 ppm		
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Classified as a chemical asphyxiant, carbon monoxide interferes with the transfer of fresh oxygen to the blood and deprives sensitive tissues of oxygen.	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm		
Nitrogen Dioxide (NO₂)	1 hour	0.18 ppm	0.100 ppm	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles, petroleum refining operations, industrial sources, aircraft, ships, and railroads.
	Annual Arithmetic Mean	0.030 ppm	0.053 ppm		
Sulfur Dioxide (SO₂)	1 hour	0.25 ppm	75 ppb	Irritates upper respiratory tract; injurious to lung tissue. Can yellow leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	3 hours	---	0.50 ppm		
	24 hours	0.04 ppm	0.14 ppm		
	Annual Arithmetic Mean	---	0.03 ppm		
Respirable Particulate Matter (PM₁₀)	24 hours	50 µg/m ³	150 µg/m ³	May irritate eyes and respiratory tract, decreases in lung capacity, cancer and increased mortality. Produces haze and limits visibility.	Dust and fume-producing industrial and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g., wind-raised dust and ocean sprays).
	Annual Arithmetic Mean	20 µg/m ³	---		
Fine Particulate Matter (PM_{2.5})	24 hours	---	35 µg/m ³	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and results in surface soiling.	Fuel combustion in motor vehicles, equipment, and industrial sources; residential and agricultural burning; Also, formed from photochemical reactions of other pollutants, including nitrogen oxides, sulfur oxides, and organics.
	Annual Arithmetic Mean	12 µg/m ³	12 µg/m ³		
Lead (Pb)	30 Day Average	1.5 µg/m ³	---	Disturbs gastrointestinal system, and causes anemia, kidney disease, and neuromuscular and neurological dysfunction (in severe cases).	Present source: lead smelters, battery manufacturing and recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarter	---	1.5 µg/m ³		
	Rolling 3-Month Average	---	0.15 µg/m ³		
Hydrogen Sulfide	1 hour	0.03 ppm	...	Nuisance odor (rotten egg smell), headache and breathing difficulties (higher concentrations)	Geothermal power plants, petroleum production and refining
Sulfates (SO₄)	24 hour	25 µg/m ³	...	Decrease in ventilatory functions; aggravation of asthmatic symptoms; aggravation of cardio-pulmonary disease; vegetation damage; degradation of visibility; property damage.	Industrial processes.
Visibility Reducing Particles	8 hour	Extinction of 0.23/km; visibility of 10 miles or more	...	Reduces visibility, reduced airport safety, lower real estate value, and discourages tourism.	See PM _{2.5} .

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter.

Hazardous Air Pollutants

The EPA has programs for identifying and regulating hazardous air pollutants. Title III of the Clean Air Act Amendments directed the EPA to promulgate national emissions standards for hazardous air pollutants (. The national emissions standards for hazardous air pollutants may differ for major sources than for area sources of hazardous air pollutants. Major sources are defined as stationary sources with potential to emit more than

10 tons per year of any hazardous air pollutant or more than 25 tons per year of any combination of hazardous air pollutants; all other sources are considered area sources. The emissions standards are to be promulgated in two phases. In the first phase (1992–2000), the EPA developed technology-based emission standards designed to produce the maximum emission reduction achievable. These standards are generally referred to as requiring maximum achievable control technology. For area sources, the standards may be different, based on generally available control technology. In the second phase (2001–2008), the EPA promulgated health-risk-based emissions standards that were deemed necessary to address risks remaining after implementation of the technology-based national emissions standards for hazardous air pollutants standards. The Clean Air Act Amendments also required the EPA to promulgate vehicle or fuel standards containing reasonable requirements that control toxic emissions of, at a minimum, benzene and formaldehyde. Performance criteria were established to limit mobile-source emissions of toxics, including benzene, formaldehyde, and 1,3-butadiene. In addition, Section 219 required the use of reformulated gasoline in selected areas with the most severe ozone nonattainment conditions to further reduce mobile-source emissions.

5.3.2.2 State Regulations

California Air Resources Board

Criteria Air Pollutants

The California Air Resources Board (CARB), a department of the California Environmental Protection Agency, oversees air quality planning and control throughout California. CARB is responsible for coordination and oversight of state and local air pollution control programs in California and for implementation of the California Clean Air Act. The California Clean Air Act, which was adopted in 1988, requires CARB to establish the California Ambient Air Quality Standards. CARB has established ambient air quality standards for sulfates, hydrogen sulfide, vinyl chloride, visibility-reducing particulate matter, and the above-mentioned criteria air pollutants. Applicable California Ambient Air Quality Standards are shown in Table 5.3-1 along with the National Ambient Air Quality Standards.

The California Clean Air Act requires all local air districts in the state to endeavor to achieve and maintain the California Ambient Air Quality Standards by the earliest practical date. The Act specifies that local air districts shall focus particular attention on reducing the emissions from transportation and area-wide emission sources and provides districts with the authority to regulate indirect sources.

Among CARB's other responsibilities are overseeing compliance by local air districts with California and federal laws, approving local air quality plans, submitting state implementation plans to the EPA, monitoring air quality, determining and updating area designations and maps, and setting emissions standards for new mobile sources, consumer products, small utility engines, off-road vehicles, and fuels.

Diesel Regulations

CARB and the Ports of Los Angeles and Long Beach have adopted several iterations of regulations for diesel trucks that are aimed at reducing diesel particulate matter. More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach "Clean Truck Program" require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide diesel particulate matter emissions for Heavy Duty Trucks, in terms of grams of diesel particulate matter generated per mile traveled, will dramatically be reduced due to these

regulatory requirements. Diesel emissions identified in this analysis therefore overstate future diesel particulate matter emissions because not all these regulatory requirements are reflected in the modeling.

Toxic Air Contaminants

Air quality regulations also focus on toxic air contaminants. In general, for those toxic air contaminants that may cause cancer, there is no concentration that does not present some risk. In other words, there is no safe level of exposure. This contrasts with the criteria air pollutants, for which acceptable levels of exposure can be determined and for which the ambient standards have been established. Instead, the EPA and CARB regulate hazardous air pollutants and toxic air contaminants, respectively, through statutes and regulations that generally require the use of the maximum achievable control technology or best available control technology for toxics and to limit emissions. These statutes and regulations, in conjunction with additional rules set forth by the air quality districts, establish the regulatory framework for toxic air contaminants.

Toxic air contaminants in California are regulated primarily through the Tanner Air Toxics Act (Assembly Bill [AB] 1807 [Chapter 1047, Statutes of 1983]) (Health and Safety Code Section 39650 et seq.) and the Air Toxics Hot Spots Information and Assessment Act (AB 2588 [Chapter 1252, Statutes of 1987]) (Health and Safety Code Section 44300 et seq.). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as toxic air contaminants. This includes research, public participation, and scientific peer review before CARB can designate a substance as a toxic air contaminant. To date, CARB has identified more than 21 toxic air contaminants and adopted the EPA's list of hazardous air pollutants as toxic air contaminants. Most recently, diesel particulate matter was added to the CARB list of toxic air contaminants. Once a toxic air contaminant is identified, CARB then adopts an airborne toxics control measure for sources that emit that particular toxic air contaminant. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below that threshold. If there is no safe threshold, the measure must incorporate best available control technology to minimize emissions.

The Air Toxics Hot Spots Information and Assessment Act requires existing facilities emitting toxic substances above a specified level to prepare a toxic-emission inventory, prepare a risk assessment if emissions are significant, notify the public of significant risk levels, and prepare and implement risk reduction measures.

CARB published the Air Quality and Land Use Handbook: A Community Health Perspective (Handbook), which provides guidance concerning land use compatibility with toxic air contaminant sources. Although it is not a law or adopted policy, the Air Quality and Land Use Handbook offers advisory recommendations for the siting of sensitive receptors near uses associated with toxic air contaminants, such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities, to help keep children and other sensitive populations out of harm's way. Based on CARB's Community Health Air Pollution Information System, no major toxic air contaminant sources are located in proximity to the Project area. In addition, CARB has promulgated the following specific rules to limit toxic air contaminants emissions:

CARB Rule 2485 (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling

CARB Rule 2480 (13 CCR Chapter 10 Section 2480), Airborne Toxic Control Measure to Limit School Bus Idling and Idling at Schools

CARB Rule 2477 (13 CCR Section 2477 and Article 8), Airborne Toxic Control Measure for In-Use Diesel Fueled Transport Refrigeration Units (TRU) and TRU Generator Sets and Facilities Where TRUs Operate

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted AB 1493 requiring the adoption of regulations to develop fuel economy standards for the transportation sector. In September 2004, pursuant to AB 1493, CARB approved regulations to reduce fuel use and emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). CARB, the EPA, and the U.S. Department of Transportation's National Highway Traffic and Safety Administration have coordinated efforts to develop fuel economy standards for model 2017-2025 vehicles, which are incorporated into the "Low Emission Vehicle" Regulations.

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- Idling when queuing,
- Idling to verify that the vehicle is in safe operating condition,
- Idling for testing, servicing, repairing or diagnostic purposes,
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- Idling required to bring the machine system to operating temperature, and
- Idling necessary to ensure safe operation of the vehicle.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations Title 24 Part 6: California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. California Code of Regulations Title 24 Part 11: California Green Building Standards (CALGreen) was first published in 2008 and took effect in 2009. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2,

or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).

- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Building Standards Code has been adopted by the City of Perris Municipal Code Section 16.08.050.

5.3.2.3 Local and Regional Regulations

South Coast Air Quality Management District

Criteria Air Pollutants

The South Coast Air Quality Management District (AQMD) attains and maintains air quality conditions in the South Coast Air Basin through a comprehensive program of planning, regulation, enforcement, technical innovation, and promotion of the understanding of air quality issues. The clean air strategy of the South Coast AQMD includes preparation of plans for attainment of ambient air quality standards, adoption and enforcement of rules and regulations concerning sources of air pollution, and issuance of permits for stationary sources of air pollution. The South Coast AQMD also inspects stationary sources of air pollution and responds to citizen complaints; monitors ambient air quality and meteorological conditions; and implements programs and regulations required by the Clean Air Act, the Clean Air Act Amendments, and the California Clean Air Act. Air quality plans applicable to the proposed Project are discussed below.

Air Quality Management Plan

The South Coast AQMD and the Southern California Association of Governments (SCAG) are responsible for preparing the air quality management plan (AQMP), which addresses federal and state Clean Air Act requirements. The AQMP details goals, policies, and programs for improving air quality in the South Coast Air Basin.

The 2012 AQMP was adopted by the South Coast AQMD Governing Board on December 12, 2012. The purpose of the 2012 AQMP for the South Coast Air Basin is to set forth a comprehensive and integrated program that will lead the region into compliance with the federal 24-hour PM_{2.5} air quality standard, and to provide an update to the South Coast Air Basin's commitment towards meeting the federal 8-hour ozone standards. The 2012 AQMP was also prepared to satisfy recent EPA requirements for a new attainment demonstration of the revoked 1-hour ozone standard, as well as a vehicle miles travelled (VMT) emissions offset demonstration. The 2012 AQMP, as approved by CARB, serves as the official state implementation plan submittal for the federal 2006 24-hour PM_{2.5} standard. In addition, the 2012 AQMP updated specific new control measures and commitments for emissions reductions to implement the attainment strategy for the 8-hour ozone state implementation plan. The 2012 AQMP set forth programs which require integrated planning efforts and the cooperation of all levels of government: local, regional, state, and federal.

In March 2017, the South Coast AQMD finalized the 2016 AQMP, which continues to evaluate integrated strategies and control measures to meet the National Ambient Air Quality Standards, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels.

The 2022 AQMP was adopted by the South Coast AQMD Governing Board on December 2, 2022. The 2022 AQMP builds upon measures already in place from previous AQMPs. It also includes a variety of additional strategies such as regulation, accelerated deployment of available cleaner technologies (e.g., zero emissions technologies, when cost-effective and feasible, and low nitrogen oxides (NO_x) technologies in other applications), best management practices, co-benefits from existing programs (e.g., climate and energy efficiency), incentives, and other Clean Air Act measures to achieve the 2015 federal 8-hour ozone standard. South Coast AQMD includes a total of 49 control measures for the 2022 AQMP, including control measures focused on widespread deployment of zero emission and low NO_x technologies through a combination of regulatory approaches and incentives.

South Coast AQMD Rules and Regulations

All projects are subject to South Coast AQMD rules and regulations. Specific rules that would be applicable to the proposed Project include the following:

Rule 203 – Permit to Operate. A person shall not operate or use any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants, or the use of which may reduce or control the issuance of air contaminants, without first obtaining a written permit to operate from the Executive Officer or except as provided in Rule 202. The equipment or agricultural permit unit shall not be operated contrary to the conditions specified in the permit to operate.

Rule 401 – Visible Emissions. A person shall not discharge into the atmosphere from any single source of emission whatsoever any air contaminant for a period or periods aggregating more than three minutes in any 1 hour that is as dark or darker in shade as that designated No. 1 on the Ringelmann Chart, as published by the United States Bureau of Mines.

Rule 402 – Nuisance. A person shall not discharge from any source whatsoever such quantities of air contaminants or other material that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or that endanger the comfort, repose, health, or safety of any such persons or the public, or that cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule do not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 – Fugitive Dust. South Coast AQMD Rule 403 governs emissions of fugitive dust during and after construction. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM₁₀ generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. Locations where grading is to occur shall be thoroughly watered prior to earthmoving.
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspend all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Provide bumper strips or similar best management practices where vehicles enter and exit the construction site onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Replant disturbed areas as soon as practical.
- Sweep onsite streets (and offsite streets if silt is carried to adjacent public thoroughfares) to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with South Coast AQMD Rule 1186.1, Less Polluting Sweepers.

Rule 461 – Gas Station. This rule applies to the transfer of gasoline from any tank truck, trailer, or railroad tank car into any stationary storage tank or mobile fueler, and from any stationary storage tank or mobile fueler into any mobile fueler or motor vehicle fuel tank and requires enhanced vapor recovery system, and regular reporting.

Rule 481 – Spray Coating. This rule applies to all spray painting and spray coating operations and equipment and states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

- The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
- Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
- An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

Rule 1108 - Volatile Organic Compounds. This rule governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule also regulates the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the Project must comply with South Coast AQMD Rule 1108.

Rule 1113 – Architectural Coatings. No person shall apply or solicit the application of any architectural coating within the South Coast AQMD with VOC content in excess of the values specified in a table incorporated in the Rule.

Rule 1143 – Paint Thinners and Solvents. This rule governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

Rule 1186 – Emissions from Paved and Unpaved Roads. The purpose of this rule is to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular travel and requires that any owner or operator of a paved public road on which there is visible roadway accumulations shall begin removal of such material through street cleaning within 72 hours of any notification of the accumulation and shall completely remove such material as soon as feasible.

Rule 1186.1 - Less-Polluting Sweepers. This rule requires public and private sweeper fleet operators to acquire alternative-fuel or otherwise less-polluting sweepers when purchasing or leasing these vehicles for sweeping operations.

Rule 2305 – Warehouse Indirect Source Rule. The stated purpose of the Indirect Source Rule “is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter.” The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin “with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators.” The rule imposes a “Warehouse Points Compliance Obligation” (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating “Warehouse Actions and Investments to Reduce Emissions Points” (WAIRE Points) in

a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the South Coast AQMD.

City of Perris General Plan 2030

The City of Perris General Plan Healthy Community Element contains the following policies related to air quality that are applicable to the Project:

Policy HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities.

- Perris will ensure that construction activities follow existing South Coast Air Quality Management District rules and regulations.
- All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD.
- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to air quality that are applicable to future industrial developments within Phase 2 of the Specific Plan:

Goal 1 **Protect the neighborhood characteristics of the urban, rural, and suburban communities.**

Policy 1.1 Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.

Policy 1.3 When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.

Policy 1.12 Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.

Policy 1.16 Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.

- Policy 1.17** Signs shall be installed in public view with contact information of facility operator and South Coast AQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 2** **Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.**
- Policy 2.1** Minimize the air quality impacts of trucks on sensitive receptors by:
- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (South Coast AQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
 - g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
 - h) Encouraging replacement of diesel fleets with new model vehicles.
 - i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
 - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
- Policy 2.2** No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.
- Policy 2.3** Avoid locating exits and entries near sensitive receptors.

- Policy 2.5** Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (South Coast AQMD Rule 2305).
- Policy 2.6** On site motorized operational equipment shall be ZE (Zero Emissions).
- Policy 2.7** Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Policy 2.8** Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Policy 2.9** Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- Policy 2.10** Facility operators shall coordinate with CARB and South Coast AQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.
- Policy 2.11** Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- Policy 2.12** Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- Policy 2.13** Post signs requiring to turn off truck engines when not in use.
- Goal 3** **Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.**
- Policy 3.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 3.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 3.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Goal 4** **Provide Buffers between Warehouses and Sensitive Receptors**
- Policy 4.1** A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.
- Policy 4.10** Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.

Goal 5	Establish an Education Program to Inform Truckers of Health Effects of Diesel Particulate and Conduct Community Outreach to Address Residents' Concerns
Policy 5.1	Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
Policy 5.2	Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
Policy 5.3	Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
Policy 5.4	Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
Policy 5.5	Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.
Policy 5.6	Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.
Policy 5.8	Provide facility owners/management with information from CARB and South Coast AQMD and encourage the utilization of resources provided by those agencies.
Goal 6	Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction
Policy 6.1	In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
Policy 6.2	All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
Policy 6.3	Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.
Policy 6.4	Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
Policy 6.5	The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.
Policy 6.6	Appropriate dust control measures that meet the South Coast AQMD Rule 403 standards shall be implemented for grading and construction activity.

- Policy 6.7** Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.10** The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.
- Policy 6.11** Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- Policy 6.12** Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- Policy 6.13** During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an South Coast AQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.
- Goal 7** **Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies**
- Policy 7.1** In compliance with CEQA, conduct South Coast AQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- Policy 7.2** Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- Policy 7.3** Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Policy 7.6** Require signage about CARB regulations.
- Policy 7.7** All building roofs shall be solar-ready.
- Policy 7.8** Require the use of low VOC paints and coatings (South Coast AQMD Rule 1113).

5.3.3 ENVIRONMENTAL SETTING

5.3.3.1 Climate and Meteorology

The Specific Plan Area is located within the South Coast Air Basin, which is under the jurisdiction of the South Coast AQMD. The South Coast Air Basin is a 6,600-square-mile coastal plain bounded by the Pacific Ocean to the southwest and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The

South Coast Air Basin includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County.

The ambient concentrations of air pollutants are determined by the amount of emissions released by sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include terrain, wind, atmospheric stability, and sunlight. Therefore, existing air quality conditions in the area are determined by such natural factors as topography, meteorology, and climate, in addition to the amount of emissions released by existing air pollutant sources.

Atmospheric conditions such as wind speed, wind direction, and air temperature gradients interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. The topography and climate of Southern California combine to make the South Coast Air Basin an area of high air pollution potential. The South Coast Air Basin is a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean to the west and high mountains around the rest of the perimeter. The general region lies in the semi-permanent high-pressure zone of the eastern Pacific, resulting in a mild climate tempered by cool sea breezes with light average wind speeds. The usually mild climatological pattern is disrupted occasionally by periods of extremely hot weather, winter storms, or Santa Ana winds. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and inhibits the pollutants in the marine layer from dispersing upward. In addition, light winds during the summer further limit ventilation. Furthermore, sunlight triggers the photochemical reactions which produce ozone.

5.3.3.2 Criteria Air Pollutants

As described previously, the CARB and the EPA currently focus on the following air pollutants as indicators of ambient air quality: ozone, CO, nitrogen dioxide, sulfur dioxide, respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM₁₀), fine particulate matter with an aerodynamic diameter of 2.5 micrometers or less (PM_{2.5}), and lead. These pollutants are referred to as "criteria air pollutants" because they are the most prevalent air pollutants known to be injurious to human health. Extensive health-effects criteria documents regarding the effects of these pollutants on human health and welfare have been prepared over the years.¹ Standards have been established for each criteria pollutant to meet specific public health and welfare criteria set forth in the federal Clean Air Act. California has generally adopted more stringent ambient air quality standards for the criteria air pollutants (CAAQS) and has adopted air quality standards for some pollutants for which there is no corresponding national standard (NAAQS), such as sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

Ozone

Ozone, the main component of photochemical smog, is primarily a summer and fall pollution problem. Ozone is not emitted directly into the air; but is formed through a complex series of chemical reactions involving other compounds that are directly emitted. These directly emitted pollutants (also known as ozone precursors) include reactive organic gases (ROG) or VOC, and NO_x. While both ROG and VOC refer to compounds of carbon, ROG is a term used by CARB and is based on a list of exempted carbon compounds determined by CARB. VOC is a term used by the EPA and is based on its own exempt list. The time period required for ozone formation allows the reacting compounds to spread over a large area, producing regional pollution

¹ Additional sources of information on the health effects of criteria pollutants can be found at CARB and EPA's websites at <http://www.arb.ca.gov/research/health/health.htm> and <http://www.epa.gov/air/airpollutants.html>, respectively.

problems. Ozone concentrations are the cumulative result of regional development patterns rather than the result of a few significant emission sources.

Once ozone is formed, it remains in the atmosphere for one or two days. Ozone is then eliminated through reaction with chemicals on the leaves of plants, attachment to water droplets as they fall to earth ("rainout"), or absorption by water molecules in clouds that later fall to earth with rain ("washout").

Short-term exposure to ozone can irritate the eyes and cause constriction of the airways. In addition to causing shortness of breath, ozone can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema.

Carbon Monoxide

CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone, motor vehicles operating at slow speeds are the primary source of CO in the South Coast Air Basin. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.

Nitrogen Dioxide

Nitrogen dioxide is a reddish-brown gas that is a by-product of combustion processes. Automobiles and industrial operations are the main sources of nitrogen dioxide. Combustion devices emit primarily nitric oxide (NO), which reacts through oxidation in the atmosphere to form nitrogen dioxide. The combined emissions of nitrogen oxide and nitrogen dioxide are referred to as NO_x, which are reported as equivalent nitrogen dioxide. Aside from its contribution to ozone formation, nitrogen dioxide can increase the risk of acute and chronic respiratory disease and reduce visibility. Nitrogen dioxide may be visible as a coloring component of a brown cloud on high pollution days, especially in conjunction with high ozone levels.

Sulfur Dioxide

Sulfur dioxide is a colorless, extremely irritating gas or liquid that enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries. When sulfur dioxide oxidizes in the atmosphere, it forms sulfur trioxide (SO₃). Collectively, these pollutants are referred to as sulfur oxides (SO_x).

Major sources of sulfur dioxide include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. This compound also constricts the breathing passages, especially in people with asthma and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. Long-term sulfur dioxide exposure has been associated with increased risk of mortality from respiratory or cardiovascular disease.

Particulate Matter

PM₁₀ and PM_{2.5} consist of particulate matter that is 10 microns or less in diameter and 2.5 microns or less in diameter, respectively (a micron is one-millionth of a meter). PM₁₀ and PM_{2.5} represent fractions of particulate matter that can be inhaled into the air passages and the lungs and can cause adverse health effects. Acute and chronic health effects associated with high particulate levels include the aggravation of chronic respiratory diseases, heart and lung disease, and coughing, bronchitis and respiratory illnesses in children.

Particulate matter can also damage materials and reduce visibility. One common source of PM_{2.5} is diesel exhaust emissions.

PM₁₀ consists of particulate matter emitted directly into the air (e.g., fugitive dust, soot, and smoke from mobile and stationary sources, construction operations, fires, and natural windblown dust) and particulate matter formed in the atmosphere by condensation and/or transformation of sulfur dioxide and ROG. Traffic generates particulate matter emissions through entrainment of dust and dirt particles that settle onto roadways and parking lots. PM₁₀ and PM_{2.5} are also emitted by burning wood in residential wood stoves and fireplaces and open agricultural burning. PM_{2.5} can also be formed through secondary processes such as airborne reactions with certain pollutant precursors, including ROG, ammonia (NH₃), NO_x, and SO_x.

Lead

Lead is a metal found naturally in the environment and present in some manufactured products. There are a variety of activities that can contribute to lead emissions, which are grouped into two general categories, stationary and mobile sources. On-road mobile sources include light-duty automobiles; light-, medium-, and heavy-duty trucks; and motorcycles.

Emissions of lead have dropped substantially over the past 40 years. The reduction before 1990 is largely due to the phase-out of lead as an anti-knock agent in gasoline for on-road automobiles. Substantial emission reductions have also been achieved due to enhanced controls in the metals processing industry. In the South Coast Air Basin, atmospheric lead is generated almost entirely by the combustion of leaded gasoline and contributes less than one percent of the material collected as total suspended particulates.

5.3.3.3 Toxic Air Contaminants

Concentrations of toxic air contaminants, or in federal parlance, hazardous air pollutants, are also used as indicators of ambient air quality conditions. A toxic air contaminant is defined as an air pollutant that may cause or contribute to an increase in mortality or in serious illness, or that may pose a hazard to human health. Toxic air contaminants are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations.

According to the California Almanac of Emissions and Air Quality, the majority of the estimated health risk from toxic air contaminants can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines (diesel particulate matter). Diesel particulate matter differs from other toxic air contaminants in that it is not a single substance, but rather a complex mixture of hundreds of substances. Although diesel particulate matter is emitted by diesel-fueled internal combustion engines, the composition of the emissions varies depending on engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present.

Unlike the other toxic air contaminants, no ambient monitoring data are available for diesel particulate matter because no routine measurement method currently exists. However, CARB has made preliminary concentration estimates based on a particulate matter exposure method. This method uses the CARB emissions inventory's PM₁₀ database, ambient PM₁₀ monitoring data, and the results from several studies to estimate concentrations of diesel PM. In addition to diesel PM, the toxic air contaminants for which data are available that pose the greatest existing ambient risk in California are benzene, 1,3-butadiene, acetaldehyde, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene.

5.3.3.4 CO Hotspots

An adverse CO concentration, known as a “hot spot” is an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the South Coast Air Basin is now designated as in attainment, and CO concentrations in the region have steadily declined (EIR Appendix B).

5.3.3.5 Odorous Emissions

Odors are generally regarded as an annoyance rather than a health hazard. However, manifestations of a person’s reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). Offensive odors are unpleasant and can lead to public distress generating citizen complaints to local governments. Although unpleasant, offensive odors rarely cause physical harm. The occurrence and severity of odor impacts depend on the nature, frequency, and intensity of the source, wind speed, direction, and the sensitivity of receptors.

5.3.3.6 Existing Conditions

The South Coast AQMD maintains monitoring stations within district boundaries, Source/Receptor Areas, that monitor air quality and compliance with associated ambient standards. The Project site is located in the Perris Valley area (Area 24). Prior to 2022, ambient air quality concentrations of ozone were monitored at the Perris Valley monitoring station, which was located approximately 1.08 miles south of the Specific Plan Area. Ambient pollutant concentrations are no longer monitored within the Perris Valley. Ambient air quality concentrations for ozone prior to 2022 were taken from the Perris Valley monitoring station.² Ambient air quality concentrations of ozone (2022-2023), CO, nitrogen dioxide, and PM₁₀ were obtained from the Lake Elsinore Area monitoring station, located in Area 25, approximately 10.45 miles southwest of the Project site. Ambient air quality concentrations for PM_{2.5} data was obtained from the Metropolitan Riverside County 1 monitoring station, which is located approximately 16.13 miles northwest of the Specific Plan Area in Area 23. The most recent three years of data are shown in Table 5.3-2, which identifies the number of days ambient air quality standards were exceeded in the area. Additionally, data for sulfur dioxide has been omitted as attainment is regularly met in the South Coast Air Basin and few monitoring stations measure sulfur dioxide concentrations.

In 2023, the federal and State ambient air quality standards (NAAQS and CAAQS) were exceeded on one or more days for ozone at most monitoring locations. No areas of the South Coast Air Basin exceeded federal or State standards for nitrogen dioxide, sulfur dioxide, CO, sulfates, or lead. See Table 5.3-3, for attainment designations of the South Coast Air Basin.

Both CARB and the EPA use this type of monitoring data to designate areas with air quality problems and to initiate planning efforts for improvement. The three basic designation categories are nonattainment,

² Ozone data for Perris Valley and Lake Elsinore in 2021 indicates that the two areas experienced very similar ozone concentrations. It can be reasonably inferred that Lake Elsinore data would, therefore, accurately represent Perris Valley ozone concentrations.

attainment, and unclassified. Nonattainment is defined as any area that does not meet, or that contributes to ambient air quality in a nearby area that does not meet the primary or secondary ambient air quality standard for the pollutant. Attainment is defined as any area that meets the primary or secondary ambient air quality standard for the pollutant. Unclassifiable is defined as any area that cannot be classified on the basis of available information as meeting or not meeting the primary or secondary ambient air quality standard for the pollutant. California designations include a subcategory of nonattainment-transitional, which is given to nonattainment areas that are progressing and nearing attainment.

Table 5.3-2: Air Quality Monitoring Summary 2021-2023

Pollutant	Standard	Year		
		2021	2022	2023
Ozone (O ₃)				
Maximum Federal 1-Hour Concentration (ppm)		0.117	0.121	0.120
Maximum Federal 8-Hour Concentration (ppm)		0.094	0.091	0.103
Number of Days Exceeding State 1-Hour Standard	> 0.09 ppm	25	17	10
Number of Days Exceeding State/Federal 8-Hour Standard	> 0.070 ppm	60	37	35
Carbon Monoxide (CO)				
Maximum Federal 1-Hour Concentration	> 35 ppm	0.9	0.9	1.3
Maximum Federal 8-Hour Concentration	> 20 ppm	0.8	0.6	0.7
Nitrogen Dioxide (NO ₂)				
Maximum Federal 1-Hour Concentration	> 0.100 ppm	0.044	0.037	0.042
Annual Federal Standard Design Value		0.007	0.007	0.007
PM ₁₀				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 150 µg/m ³	89	91	186
Annual Federal Arithmetic Mean (µg/m ³)		21.4	19.8	20.8
Number of Days Exceeding Federal 24-Hour Standard	> 150 µg/m ³	0	0	1
Number of Days Exceeding State 24-Hour Standard	> 50 µg/m ³	4	1	5
PM _{2.5}				
Maximum Federal 24-Hour Concentration (µg/m ³)	> 35 µg/m ³	82.1	38.5	48.7
Annual Federal Arithmetic Mean (µg/m ³)	> 12 µg/m ³	12.58	10.80	10.47
Number of Days Exceeding Federal 24-Hour Standard	> 35 µg/m ³	10	1	1

Source: EIR Appendix B

ppm = Parts Per Million

µg/m³ = Microgram per Cubic Meter

Table 5.3-3: Attainment Status of Criteria Pollutants in the South Coast Air Basin

Criteria Pollutant	State Designation	Federal Designation
Ozone – 1-hour standard	Nonattainment	--
Ozone – 8-hour standard	Nonattainment	Nonattainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Carbon Monoxide (CO)	Attainment	Unclassifiable/Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Unclassifiable/Attainment
Sulfur Dioxide (SO ₂)	Attainment	Unclassifiable/Attainment
Lead	Attainment	Unclassifiable/Attainment

Source: EIR Appendix B

The Project site is approximately 358.28 acres and includes two single-family residences, remnants of two previously demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways; and the Overlay Area is currently developed with Val Verde Elementary School. These existing land uses currently generate a limited volume of air quality emissions.

Sensitive Land Uses

Land uses such as schools, children's daycare centers, hospitals, and convalescent homes are considered to be more sensitive to poor air quality than the general public because the population groups associated with these uses have increased susceptibility to respiratory distress. In addition, residential uses are considered more sensitive to air quality conditions than commercial and industrial uses, because people generally spend longer periods of time at their residences, resulting in greater exposure to ambient air quality conditions. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution, even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Existing sensitive receptors within and in the vicinity of the Project site consist of existing residences and schools.

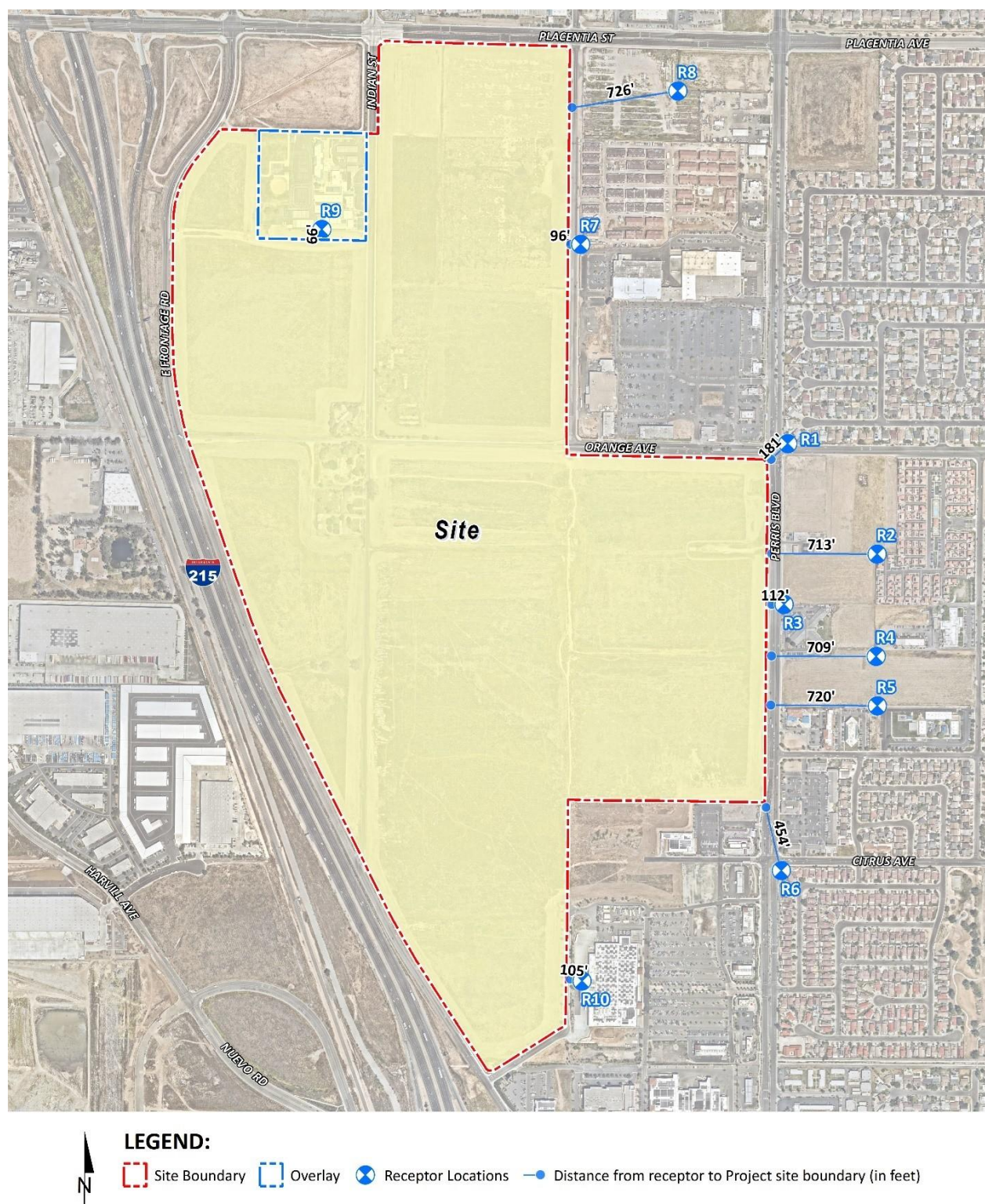
The closest sensitive receptors to the Project site are listed below and shown on Figure 5.3-1. All distances are measured from the Project site boundary to the outdoor living areas (e.g., backyards or patios) or at the building façade, whichever is closer. The nearest sensitive receptor include residences located approximately 96 feet from the site and Val Verde Elementary School located within the proposed Overlay and 66 feet from the closest Project area that is not included in the Overlay.

- R1: Location R1 represents the existing residence at 25 Whirlaway Street, approximately 181 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, R1 is placed at the building façade.
- R2: Location R2 represents the existing residence at 2266 Windsor Court, approximately 713 feet east of the Project site. R2 is placed in the private outdoor living area (backyard) facing the Project site.
- R3: Location R3 represents the Centinela Grand senior living facility at 2225 North Perris Boulevard, approximately 112 feet east of the Project site. R3 is placed at the building façade nearest the Project site.

- R4: Location R4 represents the Kindred Hospital at 2224 Medical Center Drive, approximately 709 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receptor R4 is placed at the building façade.
- R5: Location R5 represents the existing school Perris Early Head Start at 148 Avocado Drive, approximately 720 feet east of the Project site. R5 is placed in the private outdoor living area (backyard) facing the Project site.
- R6: Location R6 represents the existing residence at 102 Oaktree Drive, approximately 454 feet south of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, R6 is placed at the building façade.
- R7: Location R7 represents the property line of the residences under construction at Barrett Avenue and West Placentia Avenue, approximately 96 feet east of the Project site. R7 is placed in the private outdoor living area (backyard) facing the Project site.
- R8: Location R8 represents the property line of the planned residential land use, approximately 726 feet northeast of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, R8 is placed at the building façade.
- R9: Location R9 represents the property line of the existing Val Verde Elementary School at 2656 Indian Avenue, approximately 66 feet north of the Project site. R9 is placed at the building façade. Location R9 would be a sensitive receptor in the without Overlay scenarios.
- R10: Location R10 represents the Walmart Supercenter located at 1800 N. Perris Boulevard, approximately 105 feet east of the Project site.

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Closest Air Quality Sensitive Receptor Locations



Source: Urban Crossroads. (Updated 2025). Exhibit 3-B: Receptor Locations [Map]. Harvest Landing Specific Plan Air Quality Impact Analysis (Appendix B to the EIR)

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5.3.4 THRESHOLDS OF SIGNIFICANCE

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- AQ-1 Conflict with or obstruct implementation of the applicable air quality plan.
- AQ-2 Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.
- AQ-3 Expose sensitive receptors to substantial pollutant concentrations.
- AQ-4 Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Significance Thresholds

The South Coast AQMD's most recent regional significance thresholds from April 2019 for regulated pollutants are listed in Table 5.3-4. The South Coast AQMD's CEQA air quality methodology provides that any projects that result in daily emissions that exceed any of the thresholds of significance in Table 5.3-4 would be considered to have both an individually (project-level) and cumulatively significant air quality impact.

Table 5.3-4: South Coast AQMD Regional Air Quality Thresholds of Significance

Pollutant	Construction	Operations
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

Source: EIR Appendix B

Local Significance Thresholds

The South Coast AQMD has also developed localized significance thresholds (LSTs) that represent the maximum emissions from a project that would not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards at the nearest sensitive receptor, and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of that pollutant for each of the respective 38 Source Receptor Areas in the South Coast Air Basin. The localized thresholds, which are found in the mass rate look-up tables in the "Final Localized Significance Threshold Methodology" document prepared by the South Coast AQMD, were developed for use on projects that are less than or equal to five acres in size and are only applicable to the following criteria pollutants: NO_x, CO, PM₁₀, and PM_{2.5}. The South Coast AQMD recommends that proposed projects larger than five acres in area undergo dispersion modeling to determine localized air quality impacts. As such, since the Project site is greater than five acres in area, air dispersion modeling is utilized to determine localized air quality.

LSTs apply, even for non-sensitive land uses, consistent with *LST Methodology* and South Coast AQMD guidance. Per the *LST Methodology*, commercial and industrial facilities are not included in the definition of sensitive receptor because employees and patrons do not typically remain on-site for a full 24 hours but are typically on-site for 8 hours or less. However, *LST Methodology* explicitly states that “LSTs based on shorter averaging periods, such as the nitrogen dioxide and CO LSTs, could also be applied to receptors such as industrial or commercial facilities since it is reasonable to assume that a worker at these sites could be present for periods of one to eight hours.” Therefore, any adjacent land use where an individual could remain for 1 or 8 hours, that is located at a closer distance to the Project site than the receptor used for PM₁₀ and PM_{2.5} analysis, must be considered to determine construction and operational LST air impacts for emissions of nitrogen dioxide and CO since these pollutants have an averaging time of 1 and 8 hours. LSTs are based off of ambient air quality standards for criteria pollutants as provided above in Table 5.3-1. LSTs applicable to the proposed Project are provided in Table 5.3-5.

Table 5.3-5: South Coast AQMD Localized Air Quality Thresholds of Significance

Pollutant	Construction	Operations
NO _x	0.18 pounds/day	0.18 pounds/day
PM ₁₀	10.4 pounds/day	2.5 pounds/day
PM _{2.5}	10.4 pounds/day	2.5 pounds/day
CO (1-hour)	20 pounds/day	20 pounds/day
CO (8-hour)	9 pounds/day	9 pounds/day

Source: EIR Appendix B

Toxic Air Contaminants Threshold

Cancer risk is expressed in terms of expected incremental incidence per million population. The South Coast AQMD has established an incidence rate of 10 persons per million as the maximum acceptable incremental cancer risk due to diesel particulate matter exposure. This threshold serves to determine whether or not a given project has a potentially significant development-specific and cumulative impact. Projects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable. Thus, the project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific significance thresholds are not considered to be cumulatively significant.

5.3.5 METHODOLOGY

This analysis focuses on the nature and magnitude of the change in the air quality environment due to implementation of the proposed Project, as outlined in Section 3.0, *Project Description*. Air pollutant emissions associated with the proposed Project would result from construction equipment usage and from construction-related traffic. Additionally, emissions would be generated from operations of the future business park and commercial uses and from traffic volumes generated by these new uses. The increase in emissions generated by these Project activities and other secondary sources have been quantitatively estimated and compared to the applicable thresholds of significance recommended by the South Coast AQMD.

Although the Project would comply with all of the applicable South Coast AQMD requirements, it should be noted that emission reductions associated with Rules 402, 1301, 1401, and 2305 cannot be quantified in the California Emissions Estimator Model (CalEEMod) and are therefore not reflected in the emissions presented herein. Conversely, Rule 403 (Fugitive Dust) and Rule 1113 (Architectural Coatings) can be modeled in CalEEMod. As such, credit for Rule 403 and Rule 1113 has been taken in the analysis.

AQMP Consistency

The South Coast AQMD's CEQA Air Quality Handbook suggests an evaluation of the following two criteria to determine whether a project involving a legislative land use action (such as the proposed Specific Plan Amendment) would be consistent with the AQMP:

1. The project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
2. The project would not exceed the assumptions in the AQMP based on the years of project build-out phase.

Consistency Criterion No. 1 refers to the federal and State ambient air quality standards (NAAQS and CAAQS). Federal and State ambient air quality standards violations would occur if regional or localized significance thresholds are exceeded.

Consistency Criterion No. 2 refers to the SCAG's growth forecast and associated assumptions included in the AQMP. The future air quality levels projected in the AQMP are based on SCAG's growth projections, which are based, in part, on the general plans of cities and counties located within the SCAG region. Projects that are consistent with the SCAG's growth forecast are accounted and consistent with the assumptions and modeling within the AQMP.

Construction

Short-term construction-generated emissions of criteria air pollutants and ozone precursors from development of the Project were assessed in accordance with methods recommended by the South Coast AQMD. The Project's regional emissions were modeled using CalEEMod version 2022, as recommended by the South Coast AQMD. CalEEMod was used to determine whether short-term construction-related emissions of criteria air pollutants associated with the proposed Project would exceed applicable regional significance thresholds and where mitigation would be required. Modeling was based on Project-specific data and predicted short-term construction-generated emissions associated with the Project were compared with applicable South Coast AQMD regional significance thresholds for the determination of significance.

In addition, to determine whether or not construction activities associated with development of the Project would create significant adverse localized air quality impacts on nearby sensitive receptors, the worst-case daily emissions contribution from the proposed Project was compared to the South Coast AQMD's LSTs that are based on the pounds of emissions per day that can be generated by a project without causing or contributing to adverse localized air quality impacts.

The estimated acreage per day that would be disturbed by construction activities was determined by CalEEMod. In order to properly grade a piece of land, multiple passes with grading equipment may be required. As shown in Table 5.3-6, the proposed Project would grade a maximum of 8 acres per day during grading of both Phase 1 and Phase 2.

Table 5.3-6: Acres Graded Per Day

Phase	Construction Activity	Total Acres Graded	Working Days	Acres Graded Per Day
Off-Site Utility Construction	Linear, Grading & Excavation	18.79	19	0.99
	Linear, Drainage, Utilities, & Sub-Grade	18.79	13	1.45
Phase 1	Site Preparation	119	17	7
	Grading	1,032	43	24
Phase 2	Site Preparation	840	120	7
	Grading	2,480	310	8

Source: EIR Appendix B

Operations

Long-term (i.e., operational) regional emissions of criteria air pollutants and precursors, including mobile- and area-source emissions from the Project, were also quantified using the CalEEMod computer model. Area-source emissions were modeled according to the size and type of the land uses proposed. Mass mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates from the traffic impact analysis prepared for the proposed Project (see EIR Appendix B) were modeled to predict long-term operational emissions, which were compared to the applicable South Coast AQMD significance thresholds for a determination of significance.

The proposed Project analysis includes two scenarios (A and B) that have been evaluated to determine the potential maximum reasonable level of impacts that could occur based on different potential truck trip lengths. Scenario A is based on trip length recommendations from the South Coast AQMD's WAIRE Program and Scenario B is based on trip lengths from Streetlight™ data collected for the Project vicinity. This difference in trip lengths would only affect the mobile source emissions, and therefore, is only provided for the mobile source emissions listed below.

Additionally, Phase 2 includes a 10.66-acre Overlay area. For purposes of a thorough and conservative analysis, Phase 2 and Specific Plan Buildout is analyzed in a With Overlay Scenario and in a Without Overlay Scenario, as it is unknown at this time whether the Overlay area would be built out.

Onsite Equipment Emissions. It is common for industrial warehouse buildings and large commercial retailers (such as big box stores) to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The City of Perris Good Neighbor Guidelines require that onsite motorized operational equipment for light industrial and warehousing uses to be zero emissions. Also, as detailed in the methodology section, it is anticipated that the proposed buildings would utilize diesel fire pumps and emergency generators. This analysis assumes that for operation of Phase 1 of the Project, seven diesel-fueled fire pumps would operate at 300 horsepower for 50 hours during the year and 5 emergency generators would operate at 300 horsepower for 50 hours during the year. For operation of Phase 2 of the Project, 16 diesel-fueled fire pumps would operate at 300 horsepower for 50 hours during the year and 16 emergency generators would operate at 300 horsepower for 50 hours during the year. Without implementation of the Overlay in Phase 2, the Project would operate 15 diesel-fueled fire pumps for 50 hours during the year and 15 emergency generators for 50 hours during the year.

Gasoline Dispensing Emissions. Operational VOC emissions have been analyzed using CalEEMod analysis software and methodology and are based on the default assumptions for a convenience store with fueling positions use. The proposed Project, as required by South Coast AQMD Rule 461, would install an enhanced vapor recovery system that would reduce VOC emissions from the storage, transfer and dispensing of gasoline.

5.3.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.³ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT AQ-1: THE PROJECT WOULD CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF THE APPLICABLE AIR QUALITY PLAN.

Specific Plan Area

Significant and Unavoidable Impact. The South Coast AQMD's 2022 AQMP is the applicable air quality plan for the proposed Project. The South Coast AQMD's 2022 AQMP is the applicable air quality plan for the proposed Project.

Consistency Criterion No. 1 refers to violations of the federal and State ambient air quality standards (CAAQS and NAAQS). Federal and State ambient air quality standards violations would occur if localized significance thresholds or regional significance thresholds are exceeded. As evaluated in Impact AQ-2 and Impact AQ-3, with mitigation, the Project's regional construction-source emissions would exceed applicable

³ The Phase 2 buildout square footage of 4,007,955 SF was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 SF. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 SF was assumed.

thresholds and localized construction-source emissions would not exceed applicable thresholds. The Project's localized operational-source emissions would not exceed applicable localized significance thresholds with mitigation. However, Project operational-source emissions would exceed applicable regional thresholds for emissions of VOC, NO_x, PM₁₀, and PM_{2.5}. Since the Project construction-source and operational-source emissions would exceed South Coast AQMD regional thresholds, the Project would be inconsistent with Consistency Criterion No. 1.

Regarding Consistency Criterion No. 2, the 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Perris General Plan is considered to be consistent with the AQMP.

Peak day emissions generated by construction activities are largely independent of land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, when considering that regional construction emissions thresholds would be exceeded, a significant impact is expected.

The proposed Specific Plan Amendment would annex three parcels (totaling 5.54 acres) to the Specific Plan area and designate them as MBU and add an MBU overlay to the 10.66-acre school site. The Project would detach a 7.26-acre parcel at the southern portion of the Specific Plan. In addition, the Specific Plan Amendment would change the land use of 170.1 acres from residential uses to Multiple Business and Commercial uses. As detailed in Section 5.13, *Population and Housing*, operation of Phase 1 at buildout would generate approximately 2,535 employees, with 1,678 employees generated by the MBU uses and 857 employees generated in the commercial use areas. Based on the proposed maximum allowed square footage for Phase 2 development, buildout of Phase 2 would generate up to 3,892 jobs. Thus, the total number of jobs at full buildout and complete occupancy of the proposed Project would be 6,427.

Although the Project would exceed the applicable regional thresholds for operational emissions, the Project could be concluded to be consistent with the second consistency criterion if the operational emissions generated by the proposed Project are less than those generated under the existing land use designations. The existing approved land uses were analyzed in the Harvest Landing Specific Plan Draft Environmental Impact Report (City of Perris, 2008). The emissions from the Harvest Landing Specific Plan Draft Environmental Impact Report are compared to those generated by the proposed Project in Table 5.3-7. As shown in Table 5.3-7, the operational emissions resulting from the previously approved Harvest Landing Specific Plan would be less than the emissions generated by the Project for summer VOC and PM_{2.5} emissions and NO_x and SO_x emissions year round. As shown, implementation of the proposed Project would result in a net increase in Summer VOC and PM_{2.5} emissions and NO_x and SO_x emissions, as compared to the previously approved specific plan, which is the basis for the current 2022 AQMP. The proposed Project would result in emissions greater than the previously approved project which are not necessarily accounted for in the 2022 AQMP and therefore a significant and unavoidable impact is expected.

As implementation of the Project would include a Specific Plan Amendment, General Plan Amendment, and Zone Change for the Harvest Landing Specific Plan, would result in VOC, NO_x, CO, PM₁₀, and PM_{2.5} emission exceedances and increase in summer VOC and PM_{2.5} emissions and NO_x and SO_x emissions, as compared to the previously approved land uses, the Project would result in significant and unavoidable impacts and is determined to be inconsistent with the second criterion.

Table 5.3-7: Comparison of Prior Specific Plan EIR Land Uses and Project Operational Emissions

Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Proposed Project	378.23	496.20	1721.45	6.04	372.09	104.85
Previously Approved Specific Plan	329.00	347.00	2581.00	3.00	502.00	100.00
Net (Proposed – Approved EIR)	49.23	149.20	-859.55	3.04	-129.91	4.85
Winter						
Proposed Project	325.39	515.14	1327.56	5.87	371.61	104.49
Previously Approved Specific Plan	616.00	414.00	2757.00	4.00	544.00	141.00
Net (Proposed – Approved EIR)	-290.61	101.14	-1429.44	1.87	-172.39	-36.51

Source: EIR Appendix B

Overall, the Project would lead to increased regional air quality emissions that would exceed thresholds of significance after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable after implementation of the mitigation measures detailed below.

IMPACT AQ-2: THE PROJECT WOULD RESULT IN A CUMULATIVELY CONSIDERABLE NET INCREASE OF ANY CRITERIA POLLUTANT FOR WHICH THE PROJECT REGION IS NON-ATTAINMENT UNDER AN APPLICABLE FEDERAL OR STATE AMBIENT AIR QUALITY STANDARD.

Significant and Unavoidable Impact.

Construction

Specific Plan Area

Construction activities associated with the Project would result in emissions of CO, VOC, NO_x, SO_x, PM₁₀, and PM_{2.5}. Pollutant emissions associated with construction would be generated from the following construction activities: (1) demolition, site preparation, grading, and excavation; (2) construction workers traveling to and from the Project site; (3) delivery and hauling of construction supplies to, and debris from, the Specific Plan Area; (4) fuel combustion by onsite construction equipment; (5) building construction; application of architectural coatings; and paving. These construction activities would temporarily create emissions of dust, fumes, equipment exhaust, and other air contaminants.

The site contains structures and asphalt/concrete which total approximately 73,245 square feet or 2,779 tons of material in Phase 1 and approximately 468,472 square feet or 20,246 tons of material to be demolished in the Phase 2 area. Approximately, 1,606 tons of cement and asphalt demolition debris would be crushed and re-used as backfill material, which was estimated to occur over a 28-day period during the Phase 1 construction process. The remaining demolished material associated with demolition would be hauled to El Sobrante Landfill, approximately 25 roadway miles from the Specific Plan Area.

In addition, construction of the Business Park buildings, Community Shopping Center, and Commercial Big Box Retail sites in Phase 1 would require 389,200 cubic yards of import; and construction of Phase 2 is anticipated to require approximately 300,000 cubic yards of import, which would be imported 20 miles that would generate emissions.

Construction emissions are short-term and temporary. The maximum daily construction emissions for the proposed Project were estimated using CalEEMod and the modeling includes compliance with South Coast AQMD Rules 403 and 1113 (described above) that would reduce air contaminants during construction. Table 5.3-8 provides the maximum daily emissions of criteria air pollutants from construction of the Project by phase without the Overlay based on the CalEEMod modeling and assuming that each piece of construction equipment would operate 8 hours per day. As shown, the daily emissions resulting from Project construction would exceed the thresholds of significance for emissions of VOC and NO_x during construction of Phase 1 and VOC during construction of Phase 2. Table 5.3-8 conservatively represents construction of the Specific Plan Area, including the overlay, as the construction schedule, equipment, and other assumptions would remain the same with or without redevelopment of the Overlay area.

Table 5.3-8: Maximum Peak Daily Construction Emissions by Phase - without Mitigation

Phase	Source	Emissions (lbs/day)					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Off-Site & Phase 1	Summer						
	2026	77.72	126.11	237.04	0.31	21.65	8.38
	Winter						
	2025	72.82	75.80	139.01	0.11	17.47	10.10
	2026	77.43	271.13	217.42	0.91	48.54	21.33
Total Maximum Daily Emissions		77.72	271.13	237.04	0.91	48.54	21.33
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	Yes	No	No	No	No
Phase 2	Summer						
	2027	4.66	46.00	40.98	0.11	5.92	2.44
	2028	6.69	67.29	62.80	0.22	12.33	5.57
	2029	8.48	63.36	127.77	0.22	24.95	6.44
	2030	96.66	45.13	163.29	0.14	30.18	7.97
	Winter						
	2026	4.80	48.02	41.46	0.11	6.01	2.53
	2027	7.47	68.05	63.25	0.12	15.70	8.67
	2028	7.28	67.94	63.11	0.22	15.51	8.50
	2029	7.45	63.97	103.63	0.22	24.95	6.44
	2030	96.29	46.42	137.10	0.14	30.18	7.97
Total Maximum Daily Emissions		96.66	68.05	163.29	0.22	30.18	8.67
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		Yes	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-9 provides the maximum daily emissions of criteria air pollutants from construction of Specific Plan Buildout with the Overlay based on the same CalEEMod modeling assumptions. As shown, the daily emissions resulting from Project construction would also exceed the thresholds of significance for emissions of NO_x and VOC.

Table 5.3-9: Maximum Peak Daily Construction Emissions - with Overlay - without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2026	77.72	126.11	237.04	0.31	21.65	8.38
2027	4.66	46.00	40.98	0.11	5.92	2.44
2028	6.69	67.29	62.80	0.22	12.33	5.57
2029	8.48	63.36	127.77	0.22	24.95	6.44
2030	96.66	45.13	163.29	0.14	30.18	7.97
Winter						
2025	72.82	75.80	139.01	0.11	17.47	10.10
2026	85.34	344.52	290.03	1.08	56.97	25.07
2027	7.47	68.05	63.25	0.12	15.70	8.67
2028	7.28	67.94	63.11	0.22	15.51	8.50
2029	7.45	63.97	103.63	0.22	24.95	6.44
2030	96.29	46.42	137.10	0.14	30.18	7.97
Total Maximum Daily Emissions	96.66	344.52	290.03	1.08	56.97	25.07
South Coast AQMD Regional Thresholds of Significance	75	100	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: EIR Appendix B

As a result, Mitigation Measures AQ-1 through AQ-7 have been included, which require that construction use super-compliant low VOC paints, use of Tier 4 construction equipment over 50 horsepower, provision of a community liaison, limiting the amount of ground disturbance, use of newer construction equipment, and provision of meal options for construction workers.

As shown on Tables 5.3-10 and 5.3-11, with implementation of these mitigation measures, Project construction-source VOC emissions would be reduced to a less than significant level. However, NO_x emissions would continue to exceed South Coast AQMD regional significance thresholds during construction of Phase 1. Thus, a significant and unavoidable impact from regional construction emissions would occur.

Table 5.3-10: Maximum Peak Daily Construction Emissions by Phase - with Mitigation

Phase	Year	Emissions (lbs/day)					
		VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Off-Site & Phase 1	Summer						
	2026	34.50	119.39	254.63	0.31	18.52	5.53
	Winter						
	2025	69.60	32.26	135.88	0.11	13.81	6.75
	2026	34.21	207.97	248.36	0.91	41.24	14.67
Total Maximum Daily Emissions		69.60	207.97	254.63	0.91	41.24	14.67
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		No	Yes	No	No	No	No
Phase 2	Summer						
	2027	1.73	27.35	40.39	0.11	4.62	1.26
	2028	2.32	53.05	78.90	0.22	10.30	3.72
	2029	7.50	52.57	132.38	0.22	24.54	6.07
	2030	27.68	47.38	169.30	0.14	29.52	7.37
	Winter						
	2026	1.76	28.01	40.15	0.11	4.65	1.28
	2027	1.71	33.95	62.43	0.12	12.67	5.90
	2028	2.29	53.70	78.39	0.22	12.67	5.90
	2029	6.47	53.18	108.24	0.22	24.54	6.07
	2030	27.31	48.67	143.10	0.14	29.52	7.37
Total Maximum Daily Emissions		27.68	53.70	169.30	0.22	29.52	7.37
South Coast AQMD Regional Threshold		75	100	550	150	150	55
Threshold Exceeded?		No	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-11: Maximum Peak Daily Construction Emissions - with Overlay - with Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
2026	34.50	119.39	254.63	0.31	18.52	5.53
2027	1.73	27.35	40.39	0.11	4.62	1.26
2028	2.32	53.05	78.90	0.22	10.30	3.72
2029	7.50	52.57	132.38	0.22	24.54	6.07
2030	27.68	47.38	169.30	0.14	29.52	7.37
Winter						
2025	69.60	32.26	135.88	0.11	13.81	6.75
2026	37.41	257.74	328.20	1.08	47.46	16.40
2027	1.71	33.95	62.43	0.12	12.67	5.90
2028	2.29	53.70	78.39	0.22	12.67	5.90
2029	6.47	53.18	108.24	0.22	24.54	6.07
2030	27.31	48.67	143.10	0.14	29.52	7.37
Total Maximum Daily Emissions	69.60	257.74	328.20	1.08	47.46	16.40
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source: EIR Appendix B

Operations

Implementation of the proposed Project would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, consumer products from operation of the proposed buildings.

It is common for industrial warehouse buildings and large commercial uses (such as big box stores) to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. Also, as described in Section 5.3.5, *Methodology*, it is anticipated that the Project would utilize diesel fire pumps and emergency generators, which were included in the modeling assumptions.

Operation of the proposed Project would include emissions from vehicles traveling to the Specific Plan Area and from vehicles in the parking lots and loading areas. The analysis of mobile emissions includes two scenarios (A and B) based on different potential truck trip lengths to identify each potential impact. Scenario A is based on trip length recommendations from the South Coast AQMD's WAIRE Program of 15.3 miles for 2-axle, 14.2 miles for 3-axle trucks and 40 miles for 4+-axle trucks. Scenario B is based on trip lengths from Streetlight™ data collected for the Project vicinity that is 31 miles for 2-axle and 3-axle trucks and 71 miles for 4+-axle trucks.

Additionally, for purposes of a thorough and conservative analysis, the proposed Project has been analyzed with the 10.66-acre Overlay area and without development and operation of the Overlay area, as it is unknown at this time whether the Overlay area would be built out.

Phase 1 Developments

As shown on Table 5.3-12, operation of Phase 1 of the Project in Scenario A (using trip lengths from the South Coast AQMD's WAIRE Program) would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOC, NO_x, CO and PM₁₀ during both the summer and winter seasons.

Table 5.3-12: Peak Daily Operational Emissions from Phase 1 - Scenario A – Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	147.68	137.11	885.14	2.33	182.82	48.05
Area Source	65.83	0.79	94.21	0.01	0.17	0.13
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	0.70	2.25	98.67	0.00	0.18	0.16
Total Maximum Daily Emissions	229.61	159.30	1095.30	2.38	184.23	49.41
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	137.47	145.66	778.21	2.21	182.82	48.05
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	0.70	2.25	98.67	0.00	0.18	0.16
Total Maximum Daily Emissions	203.94	167.05	894.15	2.26	184.06	49.28
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No

Source: EIR Appendix B

As shown on Table 5.3-13, for operation of buildout of Phase 1 under Scenario B (using trip lengths from Streetlight™ data collected for the Project vicinity), the Project would also exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOC, NO_x, CO, and PM₁₀ during both the summer and winter seasons.

Table 5.3-13: Peak Daily Operational Emissions from Phase 1 - Scenario B - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	148.36	170.57	893.08	2.68	195.37	51.84
Area Source	65.83	0.79	94.21	0.01	0.17	0.13
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	0.70	2.25	98.67	0.00	0.18	0.16
Total Maximum Daily Emissions	230.30	192.76	1103.23	2.73	196.78	53.19
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	138.16	180.55	786.08	2.56	195.37	51.84
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	0.70	2.25	98.67	0.00	0.18	0.16
Total Maximum Daily Emissions	204.63	201.94	902.02	2.60	196.62	53.07
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No

Source: EIR Appendix B

Phase 2 Buildout

As shown on Table 5.3-14 and Table 5.3-15, operation of Phase 2 of the Project at buildout in Scenario A (using trip lengths from the South Coast AQMD's WAIRE Program) would exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOC, NO_x, and CO during both the summer and winter seasons, both with and without the proposed Overlay.

Table 5.3-14: Peak Daily Operational Emissions from Phase 2 - Scenario A - With Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	35.70	169.99	298.17	2.13	120.37	33.44
Area Source	119.71	1.47	174.32	0.01	0.31	0.23
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
On Site Equipment	1.56	5.07	217.54	0.00	0.41	0.38
Total Maximum Daily Emissions	172.73	220.56	730.20	2.22	123.41	36.37
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	No	No
Winter						
Mobile Source	34.11	178.27	262.26	2.09	120.38	33.44
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
On Site Equipment	1.56	5.07	217.54	0.00	0.41	0.38
Total Maximum Daily Emissions	142.49	227.37	519.97	2.17	123.11	36.14
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: EIR Appendix B

Table 5.3-15: Peak Daily Operational Emissions from Phase 2 - Scenario A - Without Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	32.61	155.18	272.34	1.95	109.92	30.54
Area Source	109.33	1.34	159.17	0.01	0.28	0.21
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
On Site Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	158.16	202.51	671.17	2.03	112.76	33.27
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Winter						
Mobile Source	31.16	162.74	239.54	1.91	109.93	30.54
Area Source	83.18	0.00	0.00	0.00	0.00	0.00
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
On Site Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	130.55	208.72	479.20	1.98	112.48	33.06
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: EIR Appendix B

As shown on Table 5.3-16 and Table 5.3-17, buildout of Phase 2 in Scenario B (that uses trip lengths from Streetlight™ data collected for the Project vicinity) would exceed the numerical thresholds of significance for emissions of VOC, NO_x and PM₁₀ during both the summer and winter seasons, and CO during the summer. These impacts would occur both with and without the Overlay.

Table 5.3-16: Peak Daily Operational Emissions from Phase 2 - Scenario B - With Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	37.88	285.23	324.09	3.44	172.81	49.12
Area Source	119.71	1.47	174.32	0.01	0.31	0.23
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
On Site Equipment	1.56	5.07	217.54	0.00	0.41	0.38
Total Maximum Daily Emissions	174.90	335.79	756.12	3.53	175.85	52.05
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	36.29	298.41	287.98	3.40	172.81	49.12
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
On Site Equipment	1.56	5.07	217.54	0.00	0.41	0.38
Total Maximum Daily Emissions	144.67	347.51	545.69	3.47	175.54	51.82
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No

Source: EIR Appendix B

Table 5.3-17: Peak Daily Operational Emissions from Phase 2 - Scenario B - Without Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	34.60	260.37	296.01	3.14	157.80	44.85
Area Source	111.29	1.34	159.17	0.01	0.28	0.21
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
On Site Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	162.11	307.70	694.84	3.22	160.63	47.59
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	33.14	272.41	263.03	3.10	157.80	44.85
Area Source	85.14	0.00	0.00	0.00	0.00	0.00
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
On Site Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	134.50	318.40	502.69	3.17	160.35	47.38
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No

Source: EIR Appendix C

Specific Plan Buildout

As shown on Table 5.3-18 and Table 5.3-19, during operations from buildout of the Specific Plan in Scenario A (using trip lengths from the South Coast AQMD's WAIRE Program), operation of the Project would exceed the numerical thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5} during both the summer and winter seasons, both with and without the proposed Overlay.

Table 5.3-18: Peak Daily Operational Emissions at Specific Plan Buildout - Scenario A - With Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	156.48	280.51	1037.06	4.28	302.67	81.11
Area Source	185.56	2.26	268.53	0.02	0.48	0.36
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.34	7.60	326.31	0.00	0.62	0.57
Total Maximum Daily Emissions	375.54	353.55	1689.35	4.42	307.15	85.43
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	147.78	295.63	911.95	4.13	302.68	81.12
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.34	7.60	326.31	0.00	0.62	0.57
Total Maximum Daily Emissions	322.71	366.41	1295.70	4.25	306.68	85.07
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

Table 5.3-19: Peak Daily Operational Emissions at Specific Plan Buildout - Scenario A - Without Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	153.39	265.70	1011.23	4.09	292.22	78.21
Area Source	175.18	2.13	253.39	0.02	0.45	0.34
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.23	7.24	310.77	0.00	0.59	0.54
Total Maximum Daily Emissions	360.97	335.49	1630.32	4.22	296.50	82.33
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	144.83	280.10	889.23	3.95	292.23	78.21
Area Source	133.54	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.23	7.24	310.77	0.00	0.59	0.54
Total Maximum Daily Emissions	310.77	347.76	1254.93	4.06	296.05	82.00
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

As shown on Table 5.3-20 and Table 5.3-21, at Specific Plan Buildout in Scenario B (using trip lengths from Streetlight™ data collected for the Project vicinity), the Project would exceed the numerical thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5} during both the summer and winter seasons, both with and without the Overlay.

Table 5.3-20: Peak Daily Operational Emissions at Specific Plan Buildout - Scenario B - With Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	159.18	423.17	1,069.17	5.90	367.60	100.53
Area Source	185.56	2.26	268.53	0.02	0.48	0.36
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.34	7.60	326.31	0.00	0.62	0.57
Total Maximum Daily Emissions	378.23	496.21	1721.46	6.04	372.08	104.84
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	150.47	444.37	943.81	5.75	367.60	100.53
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.34	7.60	326.31	0.00	0.62	0.57
Total Maximum Daily Emissions	325.40	515.15	1327.57	5.87	371.61	104.49
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

Table 5.3-21: Peak Daily Operational Emissions at Specific Plan Buildout - Scenario B - Without Overlay - Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	155.90	398.32	1041.09	5.60	352.58	96.26
Area Source	177.14	2.13	253.39	0.02	0.45	0.34
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.23	7.24	310.77	0.00	0.59	0.54
Total Maximum Daily Emissions	365.44	468.12	1660.18	5.73	356.86	100.38
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	147.33	418.37	918.86	5.45	352.59	96.26
Area Source	135.50	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
On Site Equipment	2.23	7.24	310.77	0.00	0.59	0.54
Total Maximum Daily Emissions	315.23	486.03	1284.56	5.57	356.42	100.05
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

Mitigated Operation Emissions

As a result of the exceedances of the South Coast AQMD thresholds of significance, Mitigation Measures AQ-8 through AQ-19 have been included, which implement idling regulations and require electric vehicle charging and carpool parking, electric forklifts, use of newer trucks, truck charging infrastructure, solar infrastructure, rideshare programs, electric landscape equipment, truck route signage, CARB training, and propagation of fleet incentive information. Each of these measures would contribute to reducing emissions associated with the proposed Project. In addition, trucks would be required to comply with CARB's Heavy-Duty (Tractor-Trailer) GHG Regulation, which requires SmartWay tractor trailers that include idle-reduction technologies, aerodynamic technologies, and low-rolling resistant tires that would reduce fuel consumption and associated emissions.

Phase 1 Developments

As shown on Table 5.3-22, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions during Phase 1 operations under Scenario A would continue to exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of VOC, NO_x, CO, and PM₁₀ during the summer and winter season.

Table 5.3-22: Mitigated Peak Daily Operational Emissions from Phase 1 - Scenario A

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	147.68	137.11	885.14	2.33	182.82	48.05
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	213.44	156.26	902.42	2.38	183.89	49.12
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	137.47	145.66	778.21	2.21	182.82	48.05
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	203.24	164.80	795.48	2.26	183.89	49.12
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No

Source: EIR Appendix B

As shown on Table 5.3-23, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions during Phase 1 operations under Scenario B would continue to exceed the numerical thresholds of significance for emissions of VOC, NO_x, CO, and PM₁₀ during the summer and winter season.

Table 5.3-23: Mitigated Peak Daily Operational Emissions from Phase 1 - Scenario B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	148.36	170.57	893.08	2.68	195.37	51.84
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	214.13	189.71	910.35	2.72	196.44	52.91
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No
Winter						
Mobile Source	138.16	180.55	786.08	2.56	195.37	51.84
Area Source	50.36	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	5.91	16.51	15.06	0.03	0.87	0.87
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	203.92	199.69	803.35	2.60	196.44	52.91
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	No

Source: EIR Appendix B

Phase 2 Buildout

As shown on Table 5.3-24, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions from operation of Phase 2 with the Overlay under Scenario A would continue to exceed thresholds of significance for emissions of VOC and NO_x during both the summer and winter seasons.

Table 5.3-24: Mitigated Peak Daily Operational Emissions from Phase 2 - with Overlay - Scenario A

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	35.70	169.99	298.17	2.13	120.37	33.44
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	142.52	214.02	338.34	2.21	122.69	35.76
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Winter						
Mobile Source	34.11	178.27	262.26	2.09	120.38	33.44
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	140.93	222.30	302.43	2.17	122.69	35.76
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: EIR Appendix B

As shown on Table 5.3-25, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions during operation of Phase 2 with the Overlay under Scenario B would continue to exceed thresholds of significance for emissions of VOC, NO_x, and PM₁₀ during both the summer and winter seasons.

Table 5.3-25: Mitigated Peak Daily Operational Emissions from Phase 2 - with Overlay - Scenario B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	37.88	285.23	324.09	3.44	172.81	49.12
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	144.70	329.26	364.26	3.52	175.13	51.44
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No
Winter						
Mobile Source	36.29	298.41	287.98	3.40	172.81	49.12
Area Source	91.07	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	143.11	342.44	328.15	3.47	175.13	51.44
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No

Source: EIR Appendix B

As shown on Table 5.3-26, with implementation of Mitigation Measures AQ-8 through AQ-19, emissions from operation of Phase 2 without the Overlay under Scenario A would continue to exceed thresholds of significance for emissions of VOC and NO_x during both the summer and winter seasons.

Table 5.3-26: Mitigated Peak Daily Operational Emissions from Phase 2 - without Overlay - Scenario A

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	32.61	155.18	272.34	1.95	109.92	30.54
Area Source	83.18	0.00	0.00	0.00	0.00	0.00
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
Total Maximum Daily Emissions	130.56	196.46	310.00	2.02	112.10	32.71
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Winter						
Mobile Source	31.16	162.74	239.54	1.91	109.93	30.54
Area Source	83.18	0.00	0.00	0.00	0.00	0.00
Stationary Source	14.77	41.28	37.66	0.07	2.17	2.17
Total Maximum Daily Emissions	129.10	204.02	277.20	1.98	112.10	32.71
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Source: EIR Appendix B

As shown on Table 5.3-27, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions from operation of Phase 2 without the Overlay under Scenario B would continue to exceed thresholds of significance for emissions of VOC, NO_x, and PM₁₀ during both the summer and winter seasons.

Table 5.3-27: Mitigated Peak Daily Operational Emissions from Phase 2 - without Overlay - Scenario B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	34.60	260.37	296.01	3.14	157.80	44.85
Area Source	85.14	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	135.49	304.40	336.18	3.22	160.11	47.17
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No
Winter						
Mobile Source	33.14	272.41	263.03	3.10	157.80	44.85
Area Source	85.14	0.00	0.00	0.00	0.00	0.00
Stationary Source	15.75	44.03	40.17	0.08	2.32	2.32
Total Maximum Daily Emissions	134.03	316.44	303.20	3.18	160.12	47.17
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	Yes	No

Source: EIR Appendix B

Specific Plan Buildout

Table 5.3-28 shows that, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions from buildout of the Specific Plan with the Overlay under Scenario A, would continue to exceed thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5} during both the summer and winter seasons.

Table 5.3-28: Mitigated Peak Daily Operational Emissions from Buildout of the Specific Plan - with Overlay - Scenario A

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	156.48	280.51	1037.06	4.28	302.67	81.11
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	329.07	343.68	1094.50	4.40	306.06	84.50
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	147.78	295.63	911.95	4.13	302.68	81.12
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	320.37	358.80	969.39	4.25	306.06	84.50
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

Table 5.3-29 shows that, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions at buildout of the Specific Plan with the Overlay under Scenario B would continue to exceed thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5} during both the summer and winter seasons.

Table 5.3-29: Mitigated Peak Daily Operational Emissions from Buildout of the Specific Plan - with Overlay - Scenario B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	159.18	423.17	1069.17	5.90	367.60	100.53
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	331.77	486.35	1,126.61	6.02	370.99	103.92
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	150.47	444.37	943.81	5.75	367.60	100.53
Area Source	141.43	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	323.06	507.55	1,001.26	5.87	370.99	103.92
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

Table 5.3-30 shows that, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions from buildout of the Specific Plan without the Overlay under Scenario A would continue to exceed thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀, and PM_{2.5} during both the summer and winter seasons.

Table 5.3-30: Mitigated Peak Daily Operational Emissions from Buildout of the Specific Plan - without Overlay - Scenario A

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	153.39	265.70	1011.23	4.09	292.22	78.21
Area Source	133.54	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	317.10	326.12	1066.16	4.21	295.46	81.45
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	144.83	280.10	889.23	3.95	292.23	78.21
Area Source	133.54	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	20.67	57.79	52.72	0.10	3.04	3.04
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	308.54	340.52	944.16	4.06	295.47	81.45
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix C

Table 5.3-31 shows that, despite implementation of Mitigation Measures AQ-8 through AQ-19, emissions at buildout of the Specific Plan without the Overlay under Scenario B would continue to exceed thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀ and PM_{2.5} during both the summer and winter seasons.

Table 5.3-31: Mitigated Peak Daily Operational Emissions from Buildout of the Specific Plan - without Overlay - Scenario B

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	155.90	398.32	1041.09	5.60	352.58	96.26
Area Source	135.50	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	322.56	461.50	1,098.53	5.72	355.97	99.65
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes
Winter						
Mobile Source	147.33	418.37	918.86	5.45	352.59	96.26
Area Source	135.50	0.00	0.00	0.00	0.00	0.00
Energy Source	0.14	2.63	2.21	0.02	0.20	0.20
Stationary Source	21.66	60.54	55.23	0.10	3.19	3.19
Fueling Station	9.35	0.00	0.00	0.00	0.00	0.00
Total Maximum Daily Emissions	313.99	481.54	976.30	5.57	355.97	99.65
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	Yes	No	Yes	Yes

Source: EIR Appendix B

It is important to note that the majority of VOC emissions are derived from consumer products. For analytical purposes, consumer products include cleaning supplies, aerosols, and other consumer products. As such, the Project applicant cannot meaningfully control the use of consumer products by future building users via mitigation. On this basis, it is concluded that Project operational-source VOC emissions cannot be definitively reduced below applicable South Coast AQMD thresholds of significance.

Additionally, it should be noted that the majority of the Project's NO_x, CO, PM₁₀, and PM_{2.5} emissions are derived from vehicle usage. Since neither the Project applicant nor the City have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce these emissions to levels that are less-than-significant.

Despite implementation of Mitigation Measures AQ-8 through AQ-19 and the future anticipated regulations from the EPA and CARB to improve truck efficiency, the operational emissions from the proposed Project would exceed the South Coast AQMD's regional significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB. On this basis, it is concluded that Project operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions cannot be definitively reduced below applicable South Coast AQMD thresholds of significance and therefore are considered significant and unavoidable. The proposed Project would result in a significant and unavoidable impact to regional air quality from operation of the Project.

Feasibility of Zero Emission Trucks

As of 2025, the use of zero-emission heavy-duty trucks in support of uses such as those proposed by the Project remains infeasible given the extremely limited commercial availability of zero-emission trucks, as well as infrastructure limitations, including limited truck-accessible charging/refueling stations and electrical grid capacity. While many heavy-duty truck manufacturers have released zero-emission battery electric and hydrogen-powered trucks, these vehicles have yet to reach large scale production, and their use remains extremely limited. Tesla first revealed the Tesla Semi in 2017, and an initial order for 100 trucks was placed by PepsiCo. However, the Tesla Semi did not enter production until 2022, and, as of April 2024, only 36 trucks have been delivered to PepsiCo, with additional orders placed by UPS, Walmart, Sysco, Schneider, and ASKO Norway remaining unfulfilled. Although the Tesla Semi was initially slated to begin production in 2019, with production expected to hit 50,000 units in 2024, battery production constraints have severely limited production, and it is uncertain at this time when these orders may be expected to be fulfilled (DiNapoli, 2024).

Facing delays with the Tesla Semi, several companies have turned to other vehicle manufacturers, including Daimler's eCascadia. However, with a significantly shorter range of approximately 230 miles compared to the 500-mile range of the Tesla Semi, the eCascadia's use case is significantly limited in comparison. As of late 2023, Schneider has taken delivery of 92 eCascadias (Doll, 2023), representing 0.9% of the company's fleet of 10,600 tractors (Schneider, 2025).

The limited availability of zero-emission medium- and heavy-duty vehicles is borne out in CARB's Emission Factor (EMFAC) Model, as well as data published by HVIP. EMFAC model outputs provide detailed information as to the vehicle fleet in California, including fuel types for various vehicle classes and vehicle populations. Per EMFAC data, in 2024, battery electric trucks made up 0.01% of California's medium-duty truck fleet, and 0.21% of the heavy-duty truck fleet (CARB, 2025). Similarly, based on HVIP's Zero-Emission Vehicle Population Dashboard (California HVIP, 2025), as of October 2024, there are currently 226 medium-duty and 197 heavy-duty zero-emission vehicles within the South Coast Air AQMD's jurisdiction, which includes Orange, Riverside, and San Bernardino Counties, as well as much of Los Angeles County. In 2023, statewide deliveries totaled 183 medium-duty vehicles and 121 heavy-duty vehicles, while in 2024 there have been no medium-duty truck vehicle deliveries and 13 heavy-duty truck deliveries.

Further, the availability of truck accessible vehicle charging stations and hydrogen refueling stations in California and the United States as a whole severely limits the feasibility of zero-emission trucks. Although the California Energy Commission estimates that there are over 11,000 DC fast charging stations in California (CEC, 2025a), the vast majority of these are intended to accommodate light duty passenger vehicles and lack the accessibility for medium- and heavy-duty trucks. California's first publicly accessible DC fast charging station for medium- and heavy-duty trucks opened in March 2023 in Otay Mesa (Sempra, 2023). In addition, based on data provided by the U.S. Department of Energy Alternative Fuels Data Center, there are currently 12 publicly accessible DC fast charging stations with a total of 21 EV charging ports across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks (DOE, n.d.).

As of early 2024, medium- and heavy-duty truck DC fast charging depots are planned for three locations along Interstate 5 in the Central Valley as well as in Blythe (St. John, 2024), the lack of charging stations severely limits the useful range of battery electric trucks, effectively restricting their use to local routes only.

Adoption and implementation of hydrogen fuel cell trucks face similar challenges. Based on data provided by the California Energy Commission, there are currently 68 light-duty vehicle hydrogen refueling stations in California (CEC, 2025b). However, similar to DC fast chargers, these stations are intended for use by light duty passenger vehicles and would not be capable of accommodating medium- and heavy-duty trucks. According to the United States Department of Energy Alternative Fuels Data Center, there are five hydrogen

refueling stations across the United States and Canada that are capable of accommodating heavy-duty (class 6-8) trucks (DOE, n.d.).

Although infrastructure improvements and the installation of medium- and heavy-duty truck capable DC fast chargers and hydrogen fueling stations are currently in progress, the current state of charging and refueling infrastructure severely limits the feasibility of ZEV trucks beyond local routes where charging or hydrogen refueling would not be necessary outside of the location where trucks would be domiciled.

Finally, based on the current state of the electrical grid and the increasing adoption of electric vehicles in California, significant investments in the grid will need to occur in the coming decades will be needed to keep pace. However, these upgrades will be spread out over a period of decades such that the costs of infrastructure upgrades in any given year may be kept reasonable. Additionally, technologies such as battery integrated DC fast chargers may be used to reduce strain on the grid and limit the need for expensive utility upgrades. At the local level, there is not sufficient grid capacity at this time to support electrification of a significant portion of the proposed Project's truck fleet.

Health Impacts of Emissions.

In December 2018, in the case of *Sierra Club v. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the *Brief of Amicus Curiae* by the South Coast AQMD in the Friant Ranch case (April 6, 2015, Appendix 10.1), the South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The potential health impacts of criteria pollutants are analyzed on a regional level, not on a facility/project level. The South Coast AQMD and the San Joaquin Valley Unified Air Pollution Control District (APCD), experts in the area of air quality, both recognize that a meaningful, accurate analysis of potential health impacts resulting from criteria pollutants is not currently possible and not likely to yield substantive information that promotes informed decision making. The San Joaquin Valley Unified APCD, in its amicus curiae brief for the recent California Supreme Court decision in *Sierra Club v. County of Fresno* (2018)6 Cal.5th 502, explained that "it is not feasible to conduct a [health impact analysis] for criteria air pollutants because currently available computer modeling tools are not equipped for this task." The San Joaquin Valley Unified APCD described a project-specific health impact analysis as "not practicable and not likely to yield valid information" because "currently available modeling tools are not well suited for this task." The San Joaquin Valley Unified APCD further noted that "...the CEQA air quality analysis for criteria pollutants is not really a localized, project-level impact analysis but one of regional" cumulative impacts.

The South Coast AQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The *Brief* also cites the author of the CARB methodology, which reported that a PM_{2.5} methodology is not suited for small projects and may yield unreliable results. Similarly, South Coast AQMD staff does not currently know of a way to accurately quantify ozone-related health impacts caused by NO_x or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not

have been reliable or meaningful. The Friant Ranch decision emphasized the need to correlate project-specific emissions to health outcomes, a task complicated by the scientific and technological challenges inherent in modeling secondary pollutants such as ozone and PM_{2.5}. Secondary pollutants are formed via complex chemical reactions involving multiple precursor emissions, influenced by atmospheric conditions, which makes the direct correlation of emissions to health outcomes challenging. The San Joaquin Valley Unified APCD and South Coast AQMD briefs described below highlight these complexities, asserting that currently available modeling tools are not equipped to provide reliable project-level health impact analyses. This underscores the lack of reliability in calculating regional health impacts, as emissions at an individual project level are often insufficient to affect regional pollutant concentrations and thus health impacts in a meaningful way.

The Sacramento Metropolitan Air Quality Management District issued interim recommendations in response to the Friant Ranch decision, stating that there is no reliable quantitative methodology to correlate emissions from individual projects with specific health consequences. The proposed Project follows these recommendations by relying on established regional analyses and using health impact conclusions drawn from comparable projects such as the Friant Ranch project, where no significant health impacts were identified at similar emission levels.

In its updated 2022 CEQA Guidelines, the Bay Area Air Quality Management District released additional guidance for demonstrating compliance with the 2018 Friant Ranch decision. Per the Bay Area AQMD CEQA Guidelines, lead agencies should explain the nature and magnitude of any health impacts that may result from criteria air pollutants and “make a reasonable effort to connect a project’s emissions, where significant, to foreseeable health impacts or provide evidence as to why such an analysis is not scientifically possible.”

On the other hand, for extremely large regional projects (unlike the proposed Project), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 pounds/day of NO_x and 89,180 pounds/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to ozone.

The proposed Project does not generate anywhere near 6,620 pounds/day of NO_x or 89,190 pounds/day of VOC emissions. As shown previously on Tables 5.3-7 through 5.3-30, the Project would generate up to 179.95 pounds/day of NO_x during construction with mitigation and 507.55 pounds/day of NO_x during operations with mitigation (2.7% and 7.7% of 6,620 pounds/day, respectively). The VOC emissions would be a maximum of 69.60 pounds/day during construction and 331.77 pounds/day during operations (0.08% and 0.4% of 89,190 pounds/day, respectively).

Therefore, the emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level. Notwithstanding, this evaluation does evaluate each of the Project’s development scenarios localized impacts to air quality for emissions of CO, NO_x, PM₁₀, and PM_{2.5} by comparing the onsite emissions to the South Coast AQMD’s applicable LST thresholds of significance. In addition, a Health Risk Assessment was prepared, which is discussed below. As described previously, the proposed Project would not result in emissions that exceeded the South Coast AQMD’s LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_x, PM₁₀, and PM_{2.5}. Therefore, the Project would not generate emissions on a localized scale that are expected to result in an exceedance of applicable standards, which are intended to be protective of public health. As discussed above, given the regional nature of such emissions and numerous unpredictable factors, an analysis that correlates health with regional emissions is not possible. It should also be noted that the EIR does identify health concerns related to criteria pollutant emissions. Table 5.3-1 includes a list of criteria pollutants and summarizes common sources and effects. Thus, the EIR’s analysis is reasonable and intended to foster informed decision making.

IMPACT AQ-3: THE PROJECT WOULD NOT EXPOSE SENSITIVE RECEPTORS TO SUBSTANTIAL POLLUTANT CONCENTRATIONS.

Localized Construction Impacts

Specific Plan Buildout

Less than Significant Impact. Table 5.3-32 through Table 5.3-34 identify daily localized onsite emissions that are estimated to occur during construction of Phase 1 and Phase 2 of the Project, both with and without the Overlay. As shown, emissions during the peak construction activity would not exceed the South Coast AQMD's localized significance thresholds at the closest sensitive receptors that are located as close as 66 feet from the Specific Plan Area. Therefore, impacts related to localized construction emissions would be less than significant.

Table 5.3-32: Localized Significance Emissions Peak Construction of Phase 1

Peak Construction	CO	NO ₂	PM ₁₀	PM _{2.5}	
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.08	0.02	5.12E-02	0.92	0.49
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.38	0.82	0.10	0.92	0.49
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-33: Localized Significance Emissions Peak Construction of Phase 2 - With Overlay

Peak Construction	CO	NO ₂	PM ₁₀	PM _{2.5}	
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.04	0.01	2.83E-02	1.21	0.66
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.34	0.81	0.07	1.21	0.66
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-34: Localized Significance Emissions Peak Construction of Phase 2 - Without Overlay

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.05	0.01	3.42E-02	1.39	0.77
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.35	0.81	0.08	1.39	0.77
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Although the emissions during the peak construction activity would not exceed the South Coast AQMD's localized significance thresholds at the maximally exposed receptor locations, the following tables provide the LST emissions with implementation of the construction-related Mitigation Measures AQ-1 through AQ-7, which are required to reduce regional construction emissions thresholds of significance, as detailed previously.

Table 5.3-35: Localized Significance Emissions Peak Construction of Phase 1 - with Mitigation

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.10	0.03	3.34E-02	0.69	0.27
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.40	0.83	0.08	0.69	0.27
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-36: Localized Significance Emissions Peak Construction of Phase 2 - With Overlay - With Mitigation

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.05	0.01	1.67E-02	1.04	0.50
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.35	0.81	0.06	1.04	0.50
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-37: Localized Significance Emissions Peak Construction of Phase 2 - Without Overlay - With Mitigation

Peak Construction	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	0.06	0.01	2.02E-02	1.17	0.57
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.36	0.81	0.06	1.17	0.57
South Coast AQMD Localized Significance Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Localized Operational Impacts

Specific Plan Buildout

Less than Significant with Mitigation Incorporated. The localized operational analysis includes onsite sources (area, energy, mobile, and on-site cargo handling equipment). To account for onsite mobile emissions, a trip length of 1.6 miles was used for both trucks and passenger cars for Phase 1 and 1.2 miles for Phase 2 of the Project.

As shown on Tables 5.3-38 through 5.3-40, the only localized emissions that would exceed the South Coast AQMD's localized significance thresholds at the maximally exposed off-site receptors during Project operations would be emissions of PM₁₀ during operation of the Specific Plan at full buildout without the Overlay.

Table 5.3-38: Localized Significance Emissions Peak Operations of Phase 1

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	8.92E-02	4.89E-02	7.27E-03	2.20	0.63
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.39	0.85	0.05	2.20	0.63
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-39: Localized Significance Emissions Peak Operations of Specific Plan Buildout - With Overlay

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	9.89E-02	6.97E-02	8.62E-03	2.48	0.79
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.40	0.87	0.05	2.48	0.79
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-40: Localized Significance Emissions Peak Operations of Both Specific Plan Buildout - Without Overlay

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	1.11E-01	7.39E-02	9.75E-03	2.50	0.80
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.41	0.87	0.05	2.50	0.80
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	Yes	No

Source: EIR Appendix B

With implementation of operational Mitigation Measures AQ-8 through AQ-19, emissions during the peak operations would be reduced to below the South Coast AQMD's localized significance thresholds at the maximally exposed receptor locations. The LST emissions generated from each of the operational scenarios with mitigation are provided in Tables 5.3-41 through 5.3-43. Therefore, with implementation of Mitigation Measures AQ-8 through AQ-19, impacts to sensitive receptors would be less than significant.

Table 5.3-41: Localized Significance Emissions Peak Operation of Phase 1 - With Mitigation

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	6.03E-02	3.31E-02	7.06E-03	2.18	0.62
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.36	0.83	0.05	2.18	0.62
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-42: Localized Significance Emissions Peak Operations of Specific Plan Buildout - With Overlay - With Mitigation

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.41E-02	3.11E-02	8.07E-03	2.43	0.75
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.34	0.83	0.05	2.43	0.75
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

Table 5.3-43: Localized Significance Emissions Peak Operations of Specific Plan Buildout - Without Overlay - With Mitigation

Peak Operation	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-Hour	8-Hour	1-Hour	24-Hours	24-Hours
Peak Day Localized Emissions	4.99E-02	3.31E-02	9.13E-03	2.45	0.76
Background Concentration ^A	1.3	0.8	0.044		
Total Concentration	1.35	0.83	0.05	2.45	0.76
South Coast AQMD Localized Significance Threshold	20	9	0.18	2.5	2.5
Threshold Exceeded?	No	No	No	No	No

Source: EIR Appendix B

This analysis includes separate construction and operational analysis for LSTs and does not include an analysis of overlapping construction and operational activities related to LST emissions because LSTs are based on location, distance, and site size. Construction and operational localized emissions would occur at different locations and different distances from sensitive receptors, as analyzed previously. Due to air dispersion, pollution concentrations would be different from sources at two different distances from a receptor. The LSTs are screening thresholds are conservative as the construction LST acreage is based on the maximum potential daily acreage disturbed at the closest potential receptor, while the operational LST acreage is based on the total area of the Project site. In addition, South Coast AQMD has developed separate LSTs for construction and operations. Construction emissions are temporary and move around onsite and operational emissions are stationary. Due to the differences in nature between construction and operational emissions sources as well as differences in distances to receptors, and separate significance thresholds, construction and operational LSTs are evaluated separately at maximum conditions.

Construction Health Risk Impacts

Specific Plan Buildout

Less than Significant Impact. Diesel particulate matter and gasoline dispensing emissions from Project construction would occur from use of construction equipment and from heavy-duty diesel trucks traveling to and from the site and maneuvering onsite. Although Project construction activities are required to comply with CARB's idling limit of 5 minutes, the South Coast AQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to check-in, travel to destination onsite, and/or check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with South Coast AQMD's recommendation.

The land use with the greatest potential exposure to Project construction-source diesel particulate matter and gasoline dispensing emissions is Location R7 which is located approximately 96 feet east of the Project site at the residences currently under construction at Barrett Avenue and West Placentia Avenue. Location R7 would experience the highest concentrations of diesel particulate matter and gasoline dispensing during Project construction due to its proximity to the Project site as well as meteorological conditions at the site.

As shown in Table 5.3-44, at the maximally exposed individual receptor location, the maximum incremental cancer risk attributable to Project construction-source diesel particulate matter and gasoline dispensing emissions prior to mitigation is estimated at 4.46 in one million in the Phase 2 without Overlay scenario and 4.26 in one million in the Phase 2 with Overlay scenario, which would not exceed South Coast AQMD thresholds of significance and would be less than significant.

Table 5.3-44: Construction Related Cancer and Non-Cancer Health Risks

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	5.16 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	4.46	10	No
With Overlay	5.16 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	4.26	10	No
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	No

Source: EIR Appendix C

With implementation of the mitigation that is required for construction regional emissions (Mitigation Measures AQ-1 through AQ-7), the maximum incremental cancer risk would be reduced to 1.08 in one million in the Phase 2 without Overlay scenario and 1.03 in one million in the Phase 2 with Overlay scenario, as shown on Table 5.3-45. As such, neither scenario would exceed the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01 under both scenarios with and without mitigation, which would not exceed the applicable significance threshold of 1.0.

Table 5.3-45: Construction Related Cancer and Non-Cancer Health Risks with Mitigation

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	5.16 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	1.08	10	No
With Overlay	5.16 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	1.03	10	No
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	No

Source: EIR Appendix C

Location R7 is the nearest receptor to the Project site and would experience the highest concentrations of diesel particulate matter and gasoline dispensing during Project construction. Because all other modeled

receptors would experience lower concentrations of diesel particulate matter and gasoline dispensing during Project construction, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk. As such, the Project construction would not cause a significant human health or cancer risk to nearby land uses, and potential impacts would be less than significant.

Operational Health Risk Impacts

Specific Plan Buildout

Less than Significant with Mitigation Incorporated. Diesel particulate matter and gasoline dispensing emissions from operation of the Project would result from testing of the diesel fire pump and emergency generator and from heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during operation of the Project. Although the proposed Project activities are required to comply with CARB's idling limit of 5 minutes, South Coast AQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to check-in, travel to destination onsite, and/or check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with South Coast AQMD's recommendation. Due to the programmatic nature of MBU development within the Phase 2 area, idling emissions were conservatively assumed across the entirety of the Phase 2 area.

Residential Exposure Scenario: The existing residential land use with the greatest potential exposure to Project operational-source diesel particulate matter and gasoline dispensing emissions under both the with Overlay and without Overlay scenarios is Location R7, which is located approximately 96 feet east of the Specific Plan Area. Since there are no private outdoor living areas facing the Project site, R7 is placed at the building façade nearest the Specific Plan Area.

As shown in Table 5.3-46, the maximum incremental cancer risk attributable to Project operational-source toxic air contaminant emissions is estimated at 12.99 in one million under the Specific Plan Buildout without Overlay scenario and 12.32 in one million under Specific Plan Buildout the with Overlay scenario, both of which would exceed the South Coast AQMD significance threshold of 10 in one million, resulting in a potentially significant impact. Therefore, Mitigation Measure AQ-20, which requires either: a minimum 1,000-foot setback between building loading docks and the residential development east of Barrett Avenue and between Val Verde Elementary School to any future MBU development on the Phase 2 block east of Indian Avenue; restriction of diesel powered trucks accessing any future MBU development on the Phase 2 block east of Indian Avenue; or preparation of a site specific HRA prior to approval of any future MBU development on the Phase 2 block east of Indian Avenue demonstrating that significant cancer risk impacts could be avoided without implementation of setbacks or diesel truck restrictions.

As shown in Table 5.3-47, with implementation of Mitigation Measure AQ-20, the cancer risk would be reduced to 8.69 in one million without the Overlay and 6.32 in one million with the Overlay, which would not exceed the South Coast AQMD significance threshold of 10 in one million.

At this same location, non-cancer risks were estimated to be ≤ 0.01 under both scenarios, with and without mitigation, which would not exceed the applicable significance threshold of 1.0. Because all other modeled receptors are further from the Specific Plan Area and would experience lower concentrations of toxic air contaminants during Project operation, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore subject to less risk. As such, with implementation of Mitigation Measure AQ-20, potential impacts related to human health or cancer risk as a result of Project operational activity would be less than significant.

Table 5.3-46: Operation Related Cancer and Non-Cancer Health Risks

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	12.99	10	Yes
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	2.06	10	No
	9 Year Exposure	Maximum Exposed School Child (Location R9)	11.54	10	Yes
With Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	12.32	10	Yes
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	1.91	10	No
	9 Year Exposure	Maximum Exposed School Child (Location R5)	2.73	10	No
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	No
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	No
	Annual Average	Maximum Exposed School Child (Location R9)	≤0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	No
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	No
	Annual Average	Maximum Exposed School Child (Location R5)	≤0.01	1.0	No

Source: EIR Appendix C

Table 5.3-47: Operation Related Cancer and Non-Cancer Health Risks with Mitigation

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	8.69	10	No
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	2.06	10	No
	9 Year Exposure	Maximum Exposed School Child (Location R9)	7.72	10	No
With Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	6.32	10	No
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	2.08	10	No
	9 Year Exposure	Maximum Exposed School Child (Location R5)	2.60	10	No
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	No
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	No
	Annual Average	Maximum Exposed School Child (Location R9)	≤0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	No
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	No
	Annual Average	Maximum Exposed School Child (Location R5)	≤0.01	1.0	No

Source: EIR Appendix C

Worker Exposure Scenario: The worker receptor land use with the greatest potential exposure to Project operational toxic air contaminant emissions is Location R10, which represents the potential worker receptor located approximately 105 feet east of the Project site. As shown in Table 5.3-46, at the maximally exposed individual worker location, the maximum incremental cancer risk impact without mitigation is 2.06 in one million without the overlay and 1.91 in one million with the overlay. With implementation of Mitigation Measure AQ-20, Table 5.3-46 shows that the cancer risk would be 2.06 in one million without the Overlay and 2.08 in one million with the Overlay, all of which are less than the South Coast AQMD significance threshold of 10 in one million.

Maximum non-cancer risks at this same location were estimated to be ≤ 0.01 under both scenarios with and without mitigation, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and potential impacts would be less than significant.

School Child Exposure Scenario: Without the Overlay the nearest potential school is Val Verde Elementary School (represented by Location R9), located approximately 66 feet north of the Specific Plan Area. With redevelopment of the Overlay, the nearest potential school would be Perris Early Head Start (represented by Location R5), located approximately 720 feet east of the Specific Plan Area. As shown in Table 5.3-46, at the maximally exposed individual school child location, the maximum incremental cancer risk impact attributable to the Project is calculated to be 11.54 in one million at Location R9 without the Overlay, and 2.73 in one million at Location R5 with the Overlay. As such, prior to mitigation, the Project's operational toxic air contaminant emissions would exceed the South Coast AQMD's 10 in one million significance threshold and result in a potentially significant impact for Val Verde Elementary School under the without Overlay scenario.

With implementation of Mitigation Measure AQ-20, Table 5.3-47 shows that the cancer risk would be reduced to 7.72 in one million at Location R9 without the Overlay and 2.60 in one million with the Overlay, both of which are less than the significance threshold of 10 in one million. Thus, mitigation would reduce potential impacts to a less than significant level.

At this same location, non-cancer risks attributable to the Project were calculated to be ≤ 0.01 under both scenarios, before and after mitigation, which would not exceed the applicable significance threshold of 1.0. Therefore, with mitigation, potential impacts related to human health or cancer risk to nearby school children would be reduced to a less than significant level.

Combined Construction and Operational Health Risk Impacts

Specific Plan Buildout

The land use with the greatest potential exposure to combined Project construction-source and operational-source diesel particulate matter and gasoline dispensing emissions is Location R7. As shown in Table 5.3-48, the maximum incremental cancer risk attributable to Project construction-source and operational-source emissions at R7 is estimated at 17.45 in one million without the Overlay and 16.58 in one million with the Overlay, both of which would exceed the South Coast AQMD significance threshold of 10 in one million, resulting in a potentially significant impact.

Table 5.3-48: Construction and Operation Related Cancer and Non-Cancer Health Risks

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	17.45	10	Yes
With Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	16.58	10	Yes
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤ 0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤ 0.01	1.0	No

Source: EIR Appendix C

Table 5.3-49 shows that with implementation of Mitigation Measure AQ-20, the maximum incremental cancer risk attributable to Project construction-source and operational-source diesel particulate matter emissions is estimated at 9.77 in one million without the Overlay and 7.35 in one million with the Overlay, both of which are less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤ 0.01 under both scenarios before and after mitigation, which would not exceed the applicable significance threshold of 1.0. As such, with implementation of Mitigation Measure AQ-20, potential impacts related to human health or cancer risk would be less than significant.

Table 5.3-49: Construction and Operation Related Cancer and Non-Cancer Health Risks with Mitigation

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	9.77	10	No
With Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	7.35	10	No
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤ 0.01	1.0	No
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤ 0.01	1.0	No

Source: EIR Appendix C

IMPACT AQ-4: THE PROJECT WOULD NOT RESULT IN OTHER EMISSIONS (SUCH AS THOSE LEADING TO ODORS) ADVERSELY AFFECTING A SUBSTANTIAL NUMBER OF PEOPLE.

Less Than Significant Impact. The proposed Project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by South Coast AQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed Project would implement commercial, business park, and industrial warehousing development within the Project site. These land uses do not involve the types of uses that would emit objectionable odors affecting a substantial number of people. Odors generated by industrial land uses are generated from uses such as manufacturing facilities, paint/coating operations, refineries, chemical manufacturing, and food manufacturing facilities. At the current time the specific tenants and uses of the proposed buildings are unknown. However, new tenants for these types of uses would be required to be reviewed through the City's permitting process. If potential concerns related to odors are identified for future building uses, the City would require appropriate hazardous materials permitting (as detailed in Section 5.9, *Hazards and Hazardous Materials*) and odor minimization plans or features would be required compliance with South Coast AQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials.

In addition, all Project-generated solid waste would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations and would not generate objectionable odors. Therefore, impacts associated with other operation- and construction-generated emissions, such as odors, would be less than significant.

5.3.7 CUMULATIVE IMPACTS

The geographic area for analysis of cumulative air quality impacts is the South Coast Air Basin. As described previously, per South Coast AQMD's methodology, if an individual project would result in air emissions of criteria pollutants that exceed the South Coast AQMD's thresholds of significance for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants.

As described in Impact AQ-2 above, after implementation of Mitigation Measures AQ-1 through AQ-7, NO_x emissions would continue to exceed South Coast AQMD regional significance thresholds during construction. Also, after implementation of Mitigation Measures AQ-8 through AQ-19 operational emissions from Phase

1 would exceed thresholds of significance for VOC, NO_x, CO and PM₁₀, and operational emissions from Phase 2 with and without the Overlay would exceed thresholds of significance for VOC and NO_x under Scenario A, and also impacts to PM₁₀ under Scenario B. Additionally, after implementation of mitigation measures, operational impacts from buildout of the Specific Plan with and without the Overlay under both scenarios would exceed thresholds of significance for emissions of VOC, NO_x, CO, PM₁₀ and PM_{2.5}. The large majority of operational-source emissions (by weight) would be generated by Project vehicles and consumer products that neither the Project applicant nor the City have the ability to reduce emissions of. Therefore, both construction and operational-source emissions from implementation of the proposed Project would be cumulatively considerable, and cumulative air quality impacts would be significant and unavoidable.

South Coast AQMD does not currently have a separate methodology or threshold to evaluate a project's contribution to cumulative cancer risk. Instead, consistent with other air quality impacts, "[p]rojects that exceed the project-specific significance thresholds are considered by the South Coast AQMD to be cumulatively considerable." As detailed previously, with incorporation of Mitigation Measure AQ-20, the Project would not exceed the South Coast AQMD cancer risk threshold of 10 in one million; and therefore, would not result in a cumulatively considerable health risk impact.

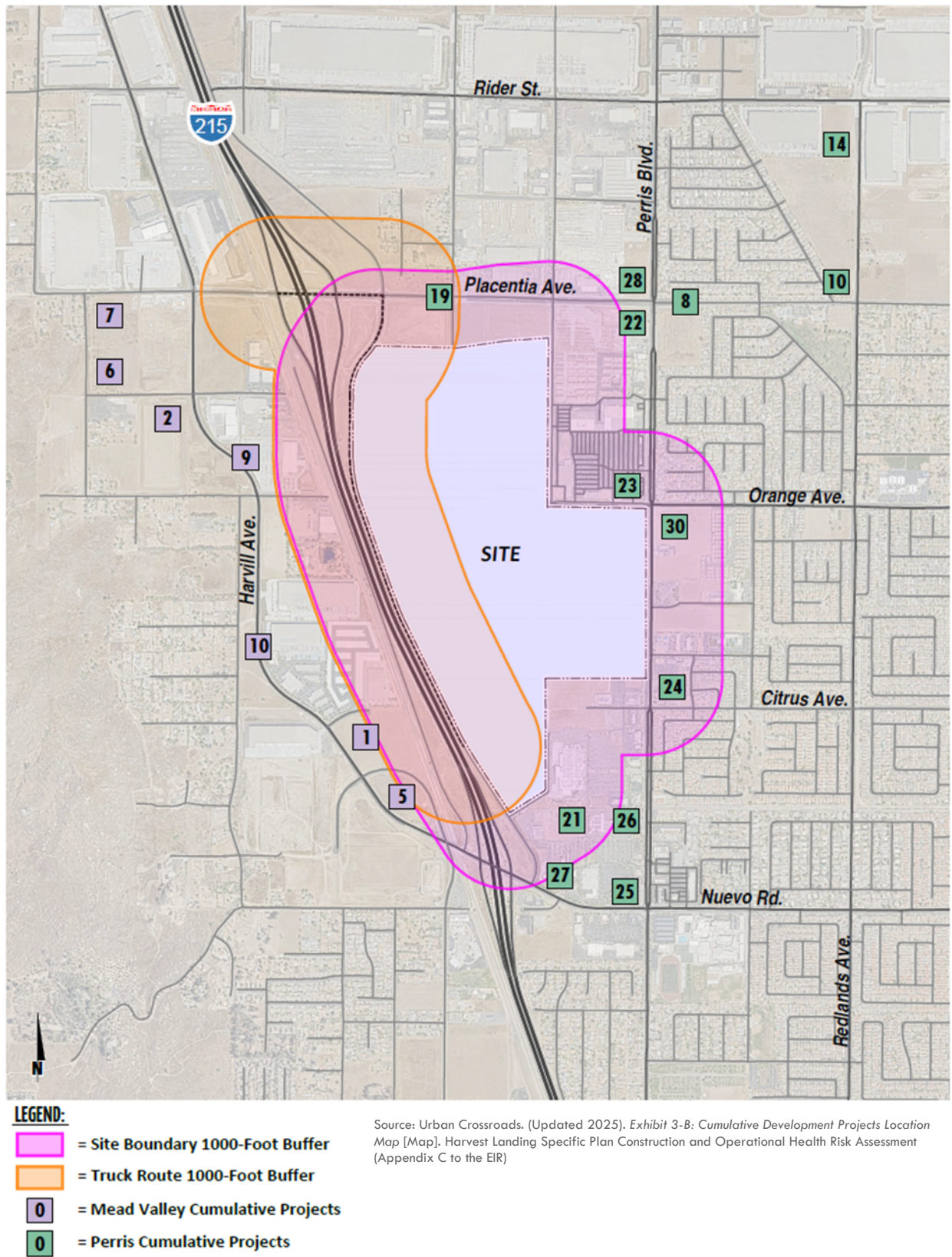
As shown in Figure 5.3-2, there are 10 cumulative projects located within 1,000 feet of the proposed Project site or Project truck routes. Of these 10 cumulative projects, eight are commercial in nature and would not generate a significant quantity of truck trips or diesel particulate matter emissions. The two remaining industrial projects include the following:

- Project 1: PP23170, 287,000 square foot warehouse, 110 daily truck trips
- Project 19: Orbis Industrial Truck Yard, 26-acre truck storage yard, 1,512 daily passenger car equivalent (PCE) trips

Compared to the approximately 2,626 daily truck trips anticipated to be generated by the proposed Project, the 110 daily truck trips generated by Project 1 would not be anticipated to significantly affect the cumulative health risk. Similarly, Project 19 would not result in a significant number of truck trips, and due to the storage lot nature of this project, would not result in significant idling emissions occurring on the site. As such, due to the relatively small size and small number of truck trips associated with these two projects, any cumulative impacts would be minimal and be less than cumulatively considerable.

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HRA Cumulative Projects Locations



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5.3.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

State

- Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling (13 CCR 2485)
- In-Use Off-Road Diesel Idling Restriction (13 CCR 2449)
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)

Regional

- South Coast AQMD Rule 201: Permit to Construct
- South Coast AQMD Rule 402: Nuisance Odors
- South Coast AQMD Rule 403: Fugitive Dust
- South Coast AQMD Rule 1113: Architectural Coatings
- South Coast AQMD Rule 1186: Street Sweeping
- South Coast AQMD Rule 1403: Asbestos Emissions from Demolition/Renovation Activities
- South Coast AQMD Rule 2202: On-Road Motor Vehicle Mitigation Options
- South Coast AQMD Rule 2305: Indirect Source Rule

City of Perris General Plan Healthy Community Element

- Policy HC 6.3: reducing emissions from construction activities

5.3.9 PROJECT DESIGN FEATURES

None.

5.3.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impact AQ-4 would be less than significant. Without mitigation, Impacts AQ-1, AQ-2, and AQ-3 would be **potentially significant**.

5.3.11 MITIGATION MEASURES

Construction Mitigation Measures

Mitigation Measure AQ-1: Super-Compliant Low VOC. Project construction plans and specifications shall state that the Project shall utilize “Super-Compliant” low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by South Coast AQMD’s Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.

Mitigation Measure AQ-2: Tier 4 Final. The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall keep all equipment maintenance records and data sheets, including design specifications and

emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce particulate emissions.

Mitigation Measure AQ-3: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the Lead Agency and posted on the construction site prior to issuance of a demolition permit.

Mitigation Measure AQ-4: Project construction plans and specifications shall require that during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.

Mitigation Measure AQ-5: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled, if such equipment is widely available and economically feasible, pursuant to CARB's particulate matter filter requirements.

Mitigation Measure AQ-6: The Project construction plans and specifications shall require the Project Applicant/Developer/Contractor provide information on transit and ridesharing programs and services to construction employees.

Mitigation Measure AQ-7: The Project construction plans and specifications shall require that the Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

Operation Mitigation Measures

Mitigation Measure AQ-8: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 5 minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager, South Coast AQMD and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

Mitigation Measure AQ-9: Electric Vehicle Charging Stations and Carpool Parking. The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 percent carpool parking spaces at each building for employees and the public to use.

Mitigation Measure AQ-10: Electric Interior Vehicles. The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the City of Perris Planning Division verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment.

Mitigation Measure AQ-11: Transportation Management. The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides.

Mitigation Measure AQ-12: The City occupancy permitting shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2014 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request.

Mitigation Measure AQ-13: The Project plan and specifications shall include that the Project Applicant/Developer shall construct electric truck charging infrastructure within truck parking areas consisting of infrastructure (i.e., conduit) to support future installation of charging stations when such trucks are commercially available, as reasonably determined by the City of Perris Planning Division. Conduit shall be provided proportional to parking spaces at a ratio of conduit for one charging station for every 10 truck parking spaces for all buildings developed within the MBU designation. Additionally, the Project Applicant/Developer shall construct electric light-duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project for all buildings developed within the MBU designation.

Mitigation Measure AQ-14: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure all Project lease agreements require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.

Mitigation Measure AQ-15: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure all Project lease agreements require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking.

Mitigation Measure AQ-16: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure all Project lease agreements require that all landscape equipment used to maintain the landscaping within the Project site shall be electric, and that Project plans support use of electrical landscaping equipment.

Mitigation Measure AQ-17: Prior to certificate of occupancy, the Project Applicant shall post signs at every truck exit driveway providing directional information to the truck route.

Mitigation Measure AQ-18: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB- approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request.

Mitigation Measure AQ-19: Prior to the issuance of certificate of occupancy, the City Planning Manager, or designee, shall ensure leasing agreements for each industrial building require that Project

Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy.

Mitigation Measure AQ-20: The Project shall incorporate at least one of the following measures, applicable to the Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue:

- The Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue shall be developed such that a minimum 1,000-foot setback between building loading docks and the residential development east of Barrett Avenue is incorporated. If the Specific Plan Overlay is not being redeveloped as part of Phase 2 development, a 1,000-foot setback shall be incorporated between building loading docks and Val Verde Elementary School as well.
- Diesel-powered trucks shall be restricted from accessing the Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue. Trucks accessing this parcel shall be electric-, hydrogen-, or natural gas-powered.
- Once site plans are available for Phase 2, a site specific HRA shall be prepared demonstrating that the Phase 2 development would not exceed South Coast AQMD significance thresholds. If the site-specific HRA determines that the Phase 2 development would not exceed South Coast AQMD significance thresholds, the first two measures of this Mitigation Measure shall not apply.

5.3.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impact AQ-1: The Project would not result in an exceedance of SCAG's growth projections, but the Project would result in an increase of criteria pollutants that would exceed regional thresholds of significance after implementation of mitigation. Therefore, the proposed Project would result in a conflict with, or obstruct, implementation of the AQMP and impacts would be significant and unavoidable.

Impact AQ-2:

Construction. With the application of Mitigation Measure AQ-1 through Mitigation Measure AQ-7, construction emissions would be reduced; however, there are no additional feasible measures that would reduce Project construction-source NO_x emissions to levels that are less-than-significant. As such, Project construction-source NO_x emission impacts would be significant and unavoidable.

Operation. Operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions would exceed regional thresholds of significance after implementation of Mitigation Measures AQ-8 through AQ-19. The predominance of the Project's operational-source emissions would be generated by passenger cars and trucks, and neither the Project Applicant nor the City have regulatory authority to control tailpipe emissions. Thus, no feasible mitigation measures beyond the measures identified herein exist that would reduce Project operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} regional emissions to levels that are less-than-significant. As such, operational emissions would be significant and unavoidable.

Impact AQ-3: After implementation of Mitigation Measures AQ-8 through AQ-20, emissions during peak operational activity would not exceed the South Coast AQMD's localized significance threshold for any of the pollutants and would not exceed thresholds of significance related to cancer and non-cancer risks. Impacts would be less than significant with incorporation of mitigation.

5.3.13 REFERENCES

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5.4 Biological Resources

5.4.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to biological resources. The information and analysis herein rely on the following technical reports and documents regarding the biological resources and conditions of the Project site:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *City of Perris Municipal Code*
- *Harvest Landing Retail Center & Business Park Project Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis*, prepared by ELMT Consulting, January 2025, included as EIR Appendix D
- *Harvest Landing Retail Center & Business Park Project Burrowing Owl Focused Survey Report*, prepared by ELMT Consulting, October 2023, included as EIR Appendix E
- *Harvest Landing Retail Center & Business Park Project Delineation of State and Federal Jurisdictional Waters*, prepared by ELMT Consulting, January 2025, included as EIR Appendix F
- *Harvest Landing Retail Center & Business Park Determination of Biologically Equivalent or Superior Preservation Report*, prepared by ELMT Consulting, January 2025, included as EIR Appendix G

5.4.2 REGULATORY SETTING

5.4.2.1 Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act of 1973 defines an endangered species as “any species which is in danger of extinction throughout all or a significant portion of its range.” A threatened species is defined as “any species which is likely to become an Endangered species within the foreseeable future throughout all or a significant portion of its range.” Under provisions of Section 9(a)(1)(B) of the Endangered Species Act, unless properly permitted, it is unlawful to “take” any endangered or threatened listed species. “Take” is defined in Section 3(18) of the Endangered Species Act as: “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.” Further, the United States Fish and Wildlife Service (FWS), through regulation, has interpreted the terms “harm” and “harass” to include certain types of habitat modification as forms of “take.” These interpretations, however, are generally considered and applied on a case-by-case basis and often vary from species to species. In a case where a property owner seeks permission from a federal agency for an action which could affect a federally listed plant or animal species, the property owner and agency are required to consult with the FWS pursuant to Section 7 of the Endangered Species Act if there is a federal nexus, or consult with the FWS and potentially obtain a permit pursuant to Section 10 of the Endangered Species Act in the absence of a federal nexus. Section 9(a)(2)(b) of the Endangered Species Act addresses the protections afforded to listed plants.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (United States Code Title 33, Section 703 et seq.; see also Code of Federal Regulations Title 50, Part 10) protects individuals as well as any part, nest, or eggs of any bird listed as migratory. In practice, federal permits issued for activities that potentially impact migratory birds typically

have conditions that require pre-disturbance surveys for nesting birds. In the event nesting is observed, a buffer area with a specified radius must be established, within which no disturbance or intrusion is allowed until the young have fledged and left the nest, or it has been determined that the nest has failed. If not otherwise specified in the permit, the size of the buffer area varies with species and local circumstances (e.g., presence of busy roads, intervening topography, etc.), and is based on the professional judgment of a monitoring biologist. A list of migratory bird species protected under the MBTA is published by the FWS.

5.4.2.2 State Regulations

California Endangered Species Act

Under the California Endangered Species Act (CESA) (Fish and Game Code § 2050 et seq.), California Species of Special Concern are species designated as vulnerable to extinction due to declining population levels, limited ranges, and/or continuing threats. Informally listed species are not protected per se but warrant consideration in the preparation of biological resource assessments. For some species, the CESA is only concerned with specific portions of the life history, such as roosts, rookeries, or nest areas. The California Department of Fish and Wildlife (CDFW) administers the CESA and enforces relevant statutes from the California Fish and Game Code and Title 14 of the California Code of Regulations.

California Rare Plant Ranks (CRPR)

The California Native Plant Society (CNPS) maintains a list of special-status plant species based on collected scientific information. Although the California Native Plant Society's designations have no legal status or protection under federal or State endangered species legislation, three designations meet the criteria of Section 15380 of the State CEQA Guidelines—CRPR 1A, plants presumed extinct; CRPR 1B, plants rare, threatened, or endangered in California and elsewhere; and CRPR 2, plants rare, threatened, or endangered in California, but more numerous elsewhere.

California Fish and Game Code, Sections 3503.5, 3511, 3515

Section 3503.5 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy any birds in the order Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Activities that result in the abandonment of an active bird of prey nest may also be considered in violation of this code. In addition, California Fish and Game Code, Section 3511 prohibits the taking of any bird listed as fully protected, and California Fish and Game Code, Section 3515 states that it is unlawful to take any non-game migratory bird protected under the Migratory Bird Treaty Act.

Native Plant Protection Act of 1977

The Native Plant Protection Act of 1977 (Fish and Game Code § 1900 et seq.) directed the CDFW to “preserve, protect and enhance rare and endangered plants in this State.” It gave the California Fish and Game Commission the power to designate native plants as “endangered” or “rare” and protect endangered and rare plants from take. The CESA, which came later, entered all “rare” animals as “threatened” species, but not rare plants. Thus, there are three listings for plants in California: rare, threatened, and endangered. Because rare plants are not included in the CESA, mitigation measures for impacts to rare plants are specified in a formal agreement between the CDFW and the project proponent.

5.4.2.3 Local and Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was adopted by Riverside County on June 17, 2003. The MSHCP is a comprehensive, multijurisdictional Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the Endangered Species Act, as well as a California Natural Community Conservation Plan pursuant to the California Fish and Game Code. As long as compliance with the policies and requirements of the MSHCP is maintained, participants in the MSHCP, which include Riverside County and 18 cities, are allowed to authorize incidental take of covered plant and wildlife species. The MSHCP defines two distinct consistency processes for development projects based on their location within the MSHCP's coverage area, with separate processes for projects located outside of Criteria Areas and those within a Criteria Area (Riverside County, 2015).

City of Perris General Plan

Conservation Element

Policy II.A.2 For public and private projects located in areas with potential for moderate or high plant and wildlife sensitivity, require biological surveys as part of the development review process.

Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.

City of Perris Code of Ordinances

Section 19.71, Urban Forestry Establishment and Care. This ordinance regulates the removal and maintenance of trees within a public right of way or city property. Removal or severe trimming of such trees would require a permit from the director of public works.

5.4.3 ENVIRONMENTAL SETTING

The Specific Plan Area includes two vacant single-family residences, remnants of two demolished single-family residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. The site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Based on the United States Department of Agriculture Web Soil Survey, the Specific Plan Area is underlain by Domino silt loam (saline-alkali), Exeter sandy loam (deep, 0 to 2 percent slopes), Exeter sandy loam (deep, 2 to 8 percent slopes, eroded), Ramona sandy loam (0 to 2 percent slopes), Exeter very fine sandy loam (deep, 0 to 5 percent slopes), Greenfield sandy loam (0 to 2 percent slopes), Greenfield sandy loam (2 to 8 percent slopes, eroded), and Pachappa fine sandy loam (0 to 2 percent slopes). Soils onsite have been mechanically disturbed and heavily compacted from existing and historic land uses including residential uses, school uses, agricultural activities, grading activities, and weed abatement (EIR Appendix D).

5.4.3.1 Vegetation Communities

According to the Habitat Assessment and MSHCP Consistency Analysis prepared for the Project, no native plant communities occur within the boundary of the Specific Plan Area. The Specific Plan Area includes one plant community, non-native grassland, and two land cover types, disturbed and developed. The majority

of the Specific Plan Area supports a non-native grassland that with the exception of the southwest and southeast corners and portions of the perimeter of the site. The non-native grassland community is dominated by non-native grasses such as oats (*Avena* spp.) and bromes (*Bromus* spp.) and supports primarily weedy/early successional species. Common plant species observed in the non-native grassland plant community include red-stemmed filaree (*Erodium cicutarium*), common mustard (*Brassica rapa*), Mediterranean mustard (*Hirschfeldia incana*), stinknet (*Oncosiphon pilulifer*), wild radish (*Raphanus sativa*), fiddleneck (*Amsinckia* sp.), annual lupine (*Lupinus bicolor*), and Mexican palo verde (*Parkinsonia aculeata*). Non-native grasses occur in the highest densities in the southern portion of the site, where they are nearly exclusive along a swale.

As previously mentioned, the majority of the site includes disturbed land which has previously supported agricultural land uses. Vegetative covers vary from dense to barren based on the frequency and nature of routine disturbance from vehicle access and weed abatement regimes. Common plant species observed within these disturbed areas include stinknet (*Oncosiphon piluliferum*), Russian thistle (*Salsola tragus*), common sunflower (*Helianthus annuus*), tumbleweed (*Amaranthus albus*), telegraph weed (*Heterotheca grandiflora*), horseweed (*Erigeron canadensis*), tocalote (*Centaurea melitensis*), Spanish clover (*Acmispon americanus*), prickly lettuce (*Lactuca serriola*), mustard (*Hirschfeldia incana*), ripgut brome (*Bromus diandrus*), Peruvian pepper tree (*Schinus molle*), tree of heaven (*Ailanthus altissima*), knotweed (*Polygonum aviculare*), jimsonweed (*Datura wrightii*), and slim oat (*Avena barbata*). In addition, a swathe of mulefat (*Baccharis salicifolia*) was observed in a roadside ditch along Orange Avenue, a swathe of desiccated cattails (*Typha* sp.) was observed near a water detention basin near the southwest intersection of Perris Boulevard and Orange Avenue, and pockets of non-native ornamental trees such as Mexican palo verde (*Parkinsonia aculeata*) and gum tree (*Eucalyptus* sp.) are present near existing and former residential developments. Developed areas within the site include roadways and existing residential and school land uses, which include paved and impervious surfaces (EIR Appendix D). Figure 5.14-1 shows the existing Specific Plan Area vegetation.

5.4.3.2 Special-Status Plant Communities

According to the California Natural Diversity Database, three special-status habitats have been identified within the *Steele Peak* and *Perris* quadrangles, in which the Specific Plan Area is located or is in close proximity to, including Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, and Southern Sycamore Alder Riparian Woodland. According to the Habitat Assessment and MSHCP Consistency Analysis, no CDFW special-status habitats or plant species occur within the site or offsite improvement areas (EIR Appendix D).

5.4.3.3 Special-Status Plant Species

According to the California Natural Diversity Database and California Native Plant Society, 24 special-status plant species have been recorded in the *Steele Peak* and *Perris* quadrangles. No special-status plant species were observed onsite during the field investigation conducted for the Habitat Assessment and MSHCP Consistency Analysis. The site has been subject to decades of anthropogenic disturbances, which has removed native plant communities that have historically occurred. Based on the habitat requirements for the specific species with potential to exist in the quadrangles and the quality of the onsite habitat, the Habitat Assessment and MSHCP Consistency Analysis determined that the Specific Plan Area has a low potential to support smooth tarplant (*Centromadia pungens* ssp. *laevis*) and paniculate tarplant (*Deinandra paniculata*). The assessment determined that the Specific Plan Area and offsite improvement areas do not have potential to support any of the other special-status plant species known to occur in the vicinity of the site and all are presumed to be absent (EIR Appendix D), as shown in Table 5.4-1.

Table 5.4-1: Special-Status Plant Species Probability List

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Abronia villosa var. aurita chaparral sand-verbena	Fed: None CA: None CNPS: 1B.1	Grows in sandy soils in coastal sage scrub and in chaparral habitats. Grows in elevation from 262 to 5,249 feet. Blooming period is from January to September.	No	Presumed Absent There is no suitable habitat present within or adjacent to the project site.
Allium munzii Munz's onion	Fed: END CA: THR CNPS: 1B.1	Found in chaparral, cismontane woodland, coastal scrub, pinyon and juniper woodland, valley and foothill grassland. Found at elevations ranging from 974 to 3,510 feet. Blooming period is from March to May.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Arctostaphylos rainbowensis rainbow manzanita	Fed: None CA: None CNPS: 1B.1	Grows within chaparral habitats. Found at elevations ranging from 675 to 2,200 feet. Blooming period is from December to March.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Atriplex coronata var. notator San Jacinto Valley crowscale	Fed: END CA: None CNPS: 1B.1	Grows in alkaline conditions within playas, mesic valley and foothill grasslands, and vernal pools. Found at elevations ranging from 456 to 1,640 feet. Blooming period is from April to August.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Atriplex parishii Parish's brittle scale	Fed: END CA: None CNPS: 1B.1	Habitat types include chenopod scrub, playas, and vernal pools. Found at elevations ranging from 82 to 6,234 feet. Blooming period is from June to October.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Atriplex serenana var. davidsonii Davidson's salt scale	Fed: None CA: None CNPS: 1B.2	Grows in alkaline soils within coastal bluff scrub and coastal scrub. Found at elevations ranging from 33 to 656 feet. Blooming period is from April to October.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Brodiaea filifolia thread-leaved brodiaea	Fed: THR CA: END CNPS: 1B.2	Grows in chaparral openings, cismontane woodland, coastal scrub, playas, valley and foothill grassland, and vernal pools, often in clay soils. Found at elevations ranging from 82 to 3,675 feet. Blooming period is from March to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Caulanthus simulans Payson's jewelflower	Fed: None CA: None CNPS: 4.2	Occurs on granitic sandy soils in chaparral and coastal scrub habitats. Found at elevations ranging from 295 to 7,218 feet. Blooming period is from February to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Centromadia pungens ssp. laevis smooth tarplant	Fed: None CA: None CNPS: 1B.1	Found in alkaline soils within chenopod scrub, meadows and seeps, playas, riparian woodland, valley, and foothill grassland habitats. Found at elevations ranging from 0 to 2,100 feet. Blooming period is from April to September.	Yes	Low Limited habitat is present within the Project site. This species is adapted to highly disturbed areas.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Chorizanthe leptotheca Peninsular spineflower	Fed: None CA: None CNPS: 4.2	Found in granitic soils within chaparral, coast scrub, and lower montane coniferous forest habitats. Found at elevations ranging from 984 to 6,234 feet. Blooming period is from May to August.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Chorizanthe parryi var. parryi Parry's spineflower	Fed: None CA: None CNPS: 1B.1	Occurs on sandy and/or rocky soils in chaparral, coastal sage scrub, and sandy openings within alluvial washes and margins. Found at elevations ranging from 951 to 3,773 feet. Blooming period is from April to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Chorizanthe polygonoides var. longispina long-spined spineflower	Fed: None CA: None CNPS: 1B.1	Typically found on clay lenses which are largely devoid of shrubs. Can be found on the periphery of vernal pool habitat and even on the periphery of montane meadows near vernal seeps. Found at elevations ranging from 98 to 5,020 feet. Blooming period is from April to July.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Convolvulus simulans small-flowered morning-glory	Fed: None CA: None CNPS: 4.2	Grows in clay soils within serpentinite seeps, chaparral, coastal scrub, valley and foothill grassland habitats. Found at elevations ranging from 98 to 2,297 feet. Blooming period is from March to July.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Deinandra paniculata paniculate tarplant	Fed: None CA: None CNPS: 4.2	Typically found in vernal mesic, sometimes sandy soils in coastal scrub, valley and foothill grasslands, and vernal pools. Found at elevations ranging from 82 to 3,084 feet. Blooming period is from April to November.	No	Low Limited habitat is present within the Project site. This species is adapted to highly disturbed areas.
Harpagonella palmeri Palmer's grapplinghook	Fed: None CA: None CNPS: 4.2	Occurs on clay soils in chaparral, coastal scrub, and valley and foothill grasslands. Found at elevations ranging from 66 to 3,133 feet. Blooming period is from March to May.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Hordeum intercedens vernal barley	Fed: None CA: None CNPS: 3.2	Found in coastal dunes, coastal scrub, vernal pools, and valley and foothill grassland habitats. Found at elevations ranging from 16 to 3,281 feet. Blooming period is from March to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lasthenia glabrata ssp. coulteri Coulter's goldfields	Fed: None CA: None CNPS: 1B.1	Prefers playas, vernal pools, and coastal salt marshes and swamps. Found at elevations ranging from 3 to 4,003 feet. Blooming period is from February to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lepidium virginicum var. robinsonii Robinson's pepper-grass	Fed: None CA: None CNPS: 4.3	Dry soils on chaparral and coastal sage scrub. Found at elevations ranging from 3 to 2,904 feet. Blooming period is from January to July.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Myosurus minimus ssp. apus little mousetail	Fed: None CA: None CNPS: 3.1	Occurs in alkaline soils in valley and foothill grassland and vernal pools. Found at elevations ranging from 66 to 2,100 feet. Blooming period is from March to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Navarretia fossalis spreading navarretia	Fed: THR CA: None CNPS: 1B.1	Grows in chenopod scrub, assorted shallow freshwater marshes and swamps, playas, and vernal pools. Found at elevations ranging from 98 to 2,149 feet. Blooming period is from April to June.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Romneya coulteri Coulter's matilija poppy	Fed: None CA: None CNPS: 4.2	Found in recently burned areas within chaparral and coastal scrub habitats. Found at elevations ranging from 66 to 3,937 feet. Blooming period is from March to July.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Texosporium sancti-jacobi woven-spored lichen	Fed: None CA: None CNPS: 3	Found on soil, small mammal pellets, dead twigs, and on Selaginella sp. within openings in chaparral habitat. Found at elevations ranging from 951 to 2,165 feet.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Tortula californica California screw moss	Fed: None CA: None CNPS: 1B.2	Found in chenopod scrub and valley and foothill grassland. Grows on sandy soil. Found at elevations ranging from 33 to 4,790 feet.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Trichocoronis wrightii var. wrightii Wright's trichocoronis	Fed: None CA: None CNPS: 2B.1	Grows in alkaline soils in meadows and seeps, marshes and swamps, riparian forest, and vernal pools. Found at elevations ranging from 16 to 1,427 feet. Blooming period is from May to September.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Source: EIR Appendix D

Notes:

US Fish and Wildlife Service (Fed)

END-Federal Endangered

THR-Federal Threatened

California Department of Fish and Wildlife (CA)

END – California Endangered

THR – California Threatened

Candidate – Candidate for listing under the California Endangered Species Act

FP – California Fully Protected

SSC – Special Species of Concern

WL – Watch List

Western Riverside County MSHCP

Yes – Fully Covered

No – Not Covered

Yes (a) – may require surveys under MSHCP Section 6.1.2

Yes (b) – may require surveys under MSHCP Section 6.1.3

Yes (c) - May require surveys under MSHCP Section 6.3.2

Yes (d) – May require surveys under MSHCP Section 6.3.2

Yes (e) – Conditionally covered pending the achievement of species-specific conservation measures

California Native Plant Society (CNPS)**California Rare Plant Rank**

1B Plants Rare, Threatened or Endangered in California and Elsewhere

2B Plants Rare, Threatened or Endangered in California, but more common elsewhere

3 Plants About Which More Info is Needed – a Review List

4 Plants of Limited Distribution – a Watch List

CNPS Threat Ranks

0.1-Seriously threatened in CA

0.2- Moderately threatened in CA

0.3- Not very threatened in CA

5.4.3.4 Special-Status Wildlife Species

According to the California Natural Diversity Database, 80 special-status wildlife species have been reported in the *Steele Peak* and *Perris* quadrangles. Three special-status wildlife species were observed during the field investigation: burrowing owl, white-tailed kite, prairie falcon. Based on habitat requirements for specific species and the availability and quality of onsite habitats, it was determined that the Specific Plan Area has a high potential to support Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), Costa's hummingbird (*Calypte costae*), northern harrier (*Circus hudsonius*), and California horned lark (*Eremophila alpestris actia*); and a low potential to support great egret (*Ardea alba*), great blue heron (*Ardea herodias*), snowy egret (*Egretta thula*); loggerhead shrike (*Lanius ludovicianus*). As shown in Table 5.4-2, below, the Habitat Assessment and MSHCP Consistency Analysis determined that all other species are presumed absent based on the lack of habitat onsite (EIR Appendix D).

None of the species that were observed onsite or have the potential to occur within disturbance areas (including onsite and offsite improvement areas) are federally or State listed as endangered or threatened. However, burrowing owl is a State candidate species. In addition, burrowing owl, white-tailed kite, prairie falcon, Cooper's hawk, sharp-shinned hawk, northern harrier, California horned lark, great blue heron, and loggerhead shrike are covered species under the MSHCP. Of the species that could occur onsite or in offsite improvement areas, only burrowing owl, Costa's hummingbird, and California horned lark have a high potential to nest onsite. Burrowing owl were observed nesting onsite during field investigations and therefore are considered present (EIR Appendix D).

Table 5.4-2: Special-Status Wildlife Species Probability List

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Accipiter cooperii Cooper's hawk	Fed: None CA: WL	Generally found in forested areas up to 3,000 feet in elevation, especially near edges and rivers. Prefers hardwood stands and mature forests but can be found in urban and suburban areas where there are tall trees for nesting. Common in open areas during nesting season.	Yes	High Suitable foraging and nesting habitat are present within and surrounding the Project site. This species is adapted to urban environments and occurs commonly.
Accipiter striatus sharp-shinned hawk	Fed: None CA: WL	Found in pine, fir and aspen forests. They can be found hunting in forest interior and edges from sea level to near alpine areas. Can also be found in rural, suburban and agricultural areas, where they often hunt at bird feeders. Typically found in southern California in the winter months.	Yes	High Suitable foraging habitat is present within and surrounding the Project site. This species does not nest in this region. This species is adapted to urban environments and occurs commonly.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Agelaius tricolor tricolored blackbird	Fed: None CA: THR/SSC	Range is limited to the coastal areas of the Pacific coast of North America, from Northern California to upper Baja California. Can be found in a wide variety of habitat including annual grasslands, wet and dry vernal pools and other seasonal wetlands, agricultural fields, cattle feedlots, and dairies. Occasionally forage in riparian scrub habitats along marsh borders. Basic habitat requirements for breeding include open accessible water, protected nesting substrate (freshwater marsh dominated by cattails, willows, and bulrushes), and either flooded or thorny or spiny vegetation and suitable foraging space providing adequate insect prey.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Aimophila ruficeps canescens southern California rufouscrowned sparrow	Fed: None CA: WL	Typically found between 3,000 and 6,000 feet in elevation. Breed in sparsely vegetated scrubland on hillsides and canyons. Prefers coastal sage scrub dominated by California sagebrush (<i>Artemisia californica</i>), but they can also be found breeding in coastal bluff scrub, low-growing serpentine chaparral, and along the edges of tall chaparral habitats.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Ammodramus savannarum grasshopper sparrow	Fed: None CA: SSC	Occurs in grassland, upland meadow, pasture, hayfield, and old field habitats. Optimal habitat contains short- to mediumheight bunch grasses interspersed with patches of bare ground, a shallow litter layer, scattered forbs, and few shrubs. May inhabit thickets, weedy lawns, vegetated landfills, fence rows, open fields, or grasslands.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Anniella stebbinsi southern California legless lizard	Fed: None CA: SSC	Occurs in sparsely vegetated habitat types including coastal sand dunes, chaparral, pine-oak woodland, desert scrub, open grassland, and riparian areas. Requires sandy or loose loamy substrates conducive to burrowing.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Aquila chrysaetos golden eagle	Fed: None CA: FP; WL	Occupies nearly all terrestrial habitats of the western states except densely forested areas. Favors secluded cliffs with overhanging ledges and large trees for nesting and cover. Hilly or mountainous country where takeoff and soaring are supported by updrafts is generally preferred to flat habitats. Deeply cut canyons rising to open mountain slopes and crags are ideal habitat.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Ardea alba great egret	Fed: None CA: None	Yearlong resident throughout California, except for the high mountains and deserts. Feeds and rests in fresh, and saline emergent wetlands, along the margins of estuaries, lakes, and slow-moving streams, on mudflats and salt ponds, and in irrigated croplands and pastures.	No	Low Limited foraging habitat is present within the Project site. No suitable nesting opportunities are present.
Ardea herodias great blue heron	Fed: None CA: None	Forages along streams, marshes, lakes, and meadows. Nests colonially in tall trees (typically Eucalyptus sp.), on cliffsides, or in isolated spots in marshes.	Yes	Low Limited foraging habitat is present within the Project site. No suitable nesting opportunities are present.
Arizona elegans occidentalis California glossy snake	Fed: None CA: SSC	Inhabits arid scrub, rocky washes, grasslands, and chaparral habitats.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Artemisiospiza belli belli Bell's sparrow	Fed: None CA: WL	Generally prefers semi-open habitats with evenly spaced shrubs 1 – 2 meters in height. Dry chaparral and coastal sage scrub. Less common in tall dense, old chaparral.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Asio otus long-eared owl	Fed: None CA: SSC	Hunts mostly at night over grasslands and other open habitats. Nesting occurs in dense trees such as oaks and willows where it occupies stick nests of other species, particularly raptors or corvids.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Aspidoscelis hyperythra orangethroat whiptail	Fed: None CA: WL	Semi-arid brushy areas typically with loose soil and rocks, including washes, streamsides, rocky hillsides, and coastal chaparral.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Aspidoscelis tigris stejnegeri coastal whiptail	Fed: None CA: SSC	Found in a variety of ecosystems, primarily hot and dry open areas with sparse foliage - chaparral, woodland, and riparian areas.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Athene cunicularia burrowing owl	Fed: None CA: Candidate	Occurs in open, annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Dependent upon fossorial mammals for burrows, most notable ground squirrels.	Yes	Present The Project site provides line-of-sight opportunities favored by burrowing owls. Was observed in an onsite water detention basin.
Aythya americana redhead	Fed: None CA: SSC	Typically found in shallow freshwater lakes, ponds, and marshes.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Bombus crotchii Crotch bumblebee	Fed: None CA: CE	Exclusive to coastal California east towards the Sierra-Cascade Crest; less common in western Nevada.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Bombus pensylvanicus American bumblebee	Fed: None CA: None	Found in desert habitats and adjacent areas. Prefers farmlands, grasslands, and open fields. Nests embedded in grass or belowground.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Branchinecta lynchi vernal pool fairy shrimp	Fed: THR CA: None	Associated with vernal pools. Can be found in association with other ephemeral habits including alkali pools, seasonal drainages, stock ponds, vernal swales, and rock outcrops.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Branchinecta sandiegonensis San Diego fairy shrimp	Fed: END CA: None	Habitat is restricted to vernal pools along coastal southern California and northwestern Baja California, Mexico. Usually observed from January to March during seasonal rainfall events.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Buteo regalis ferruginous hawk	Fed: None CA: WL	Occurs primarily in open grasslands and fields, but may be found in sagebrush flats, desert scrub, low foothills, or along the edges of pinyon-juniper woodland. Feeds primarily on small mammals and typically found in agricultural or open fields.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Buteo swainsoni Swainson's hawk	Fed: None CA: THR	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Calypte costae Costa's hummingbird	Fed: None CA: None	Desert and semi-desert, arid brushy foothills and chaparral. A desert hummingbird that breeds in the Sonoran and Mojave Deserts. Departs desert heat moving into chaparral, scrub, and woodland habitats.	No	High Suitable foraging and nesting habitat are present within and surrounding the Project site. This species is adapted to urban environments and occurs commonly.
Chaetodipus californicus femoralis Dulzura pocket mouse	Fed: None CA: SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or rocky outcroppings, as well as sandy soils for burrowing.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Chaetodipus fallax fallax northwestern San Diego pocket mouse	Fed: None CA: SSC	Occurs in desert and coastal habitats in southern California, Mexico, and northern Baja California, from sea level to at least 1,400 meters. Found in a variety of temperate habitats ranging from chaparral and grasslands to scrub forests and deserts. Requires low growing vegetation or rocky outcroppings, as well as sandy soils for burrowing.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Chaetura vauxi Vaux's swift	Fed: None CA: SSC	Prefers redwood and Douglas-fir habitats with nest-sites in large hollow trees and snags, especially tall, burned-out snags. Fairly common migrant throughout most of the state in April and May, and August and September.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Charadrius montanus mountain plover	Fed: None CA: SSC	Found in short grasslands, freshly plowed fields, newllysprouting grain fields, and sometimes in sod farms. Prefers short vegetation or bare ground with flat topography, particularly grazed areas or areas with fossorial rodents.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Circus hudsonius northern harrier	Fed: None CA: SSC	Frequents meadows, grasslands, open rangelands, desert sinks, fresh and saltwater emergent wetlands; seldom found in wooded areas. Mostly found in flat, or hummocky, open areas of tall, dense grasses moist or dry shrubs, and edges for nesting, cover, and feeding.	Yes	High Suitable foraging habitat is present for raptors migrating along the San Jacinto River. No suitable nesting opportunities are present.
Coleonyx variegatus abbotti San Diego banded gecko	Fed: None CA: SCC	Occurs in coastal and cismontane southern California from interior Ventura County south, although it is absent from the extreme outer coast. It is uncommon in coastal scrub and chaparral, most often occurring in granite or rocky outcrops in these habitats.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Crotalus ruber red-diamond rattlesnake	Fed: None CA: SSC	It can be found from the desert, through dense chaparral in the foothills (it avoids the mountains above around 4,000 feet), to warm inland mesas and valleys, all the way to the cool ocean shore. It is most commonly associated with heavy brush with large rocks or boulders. Dense chaparral in the foothills, cactus or boulder associated coastal sage scrub, oak and pine woodlands, and desert slope scrub associations are known to carry populations of the northern red-diamond rattlesnake; however, chamise and red shank associations may offer better structural habitat for refuges and food resources for this species than other habitats.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Diadophis punctatus modestus San Bernardino ringneck snake	Fed: None CA: None	Common in open, relatively rocky areas within valley-foothill, mixed chaparral, and annual grass habitats.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Diadophis punctatus similis San Diego ringneck snake	Fed: None CA: None	Prefers moist habitats, including wet meadows, rocky hillsides, gardens, farmland, grassland, chaparral, mixed coniferous forests, and woodlands.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Dipodomys merriami parvus San Bernardino kangaroo rat	Fed: END CA: DE; SSC	Primarily found in Riversidian alluvial fan sage scrub and sandy loam soils, alluvial fans and flood plains, and along washes with nearby sage scrub. May occur at lower densities in Riversidian upland sage scrub, chaparral and grassland in uplands and tributaries in proximity to Riversidian alluvial fan sage scrub habitats. Tend to avoid rocky substrates and prefer sandy loam substrates for digging of shallow burrows.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Dipodomys simulans Dulzura kangaroo rat	Fed: None CA: None	Typical habitat is open desert, grassland, or cropland containing scattered, large trees or small groves. Breeds in stands with few trees in juniper-sage flats, riparian areas, and in oak savannah in the Central Valley. Forages in adjacent grassland or suitable grain or alfalfa fields or livestock pastures.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Dipodomys stephensi Stephens' kangaroo rat	Fed: THR CA: THR	Occur in arid and semi-arid habitats with some grass or brush. Prefer open habitats with less than 50% protective cover. Require soft, well-drained substrate for building burrows and are typically found in areas with sandy soil.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Egretta thula snowy egret	Fed: None CA: None	Widespread in California along shores of coastal estuaries, fresh and saline emergent wetlands, ponds, slow-moving rivers, irrigation ditches, and wet fields. In southern California, common yearlong in the Imperial Valley and along the Colorado River.	No	Low Limited foraging habitat is present within and surrounding the Project site. No suitable nesting opportunities are present.
Elanus leucurus white-tailed kite	Fed: None CA: FP	Occurs in low elevation, open grasslands, savannah-like habitats, agricultural areas, wetlands, and oak woodlands. Uses trees with dense canopies for cover.	Yes	Moderate Limited foraging and nesting habitat are present within and near the Project site. One (1) adult was observed foraging near the northwest corner of the intersection of Orange Avenue and Indian Avenue.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Empidonax traillii willow flycatcher	Fed: None CA: END	A rare to locally uncommon, summer resident in wet meadow and montane riparian habitats (2,000 to 8,000 ft) in the Sierra Nevada and Cascade Range. Most often occurs in broad, open river valleys or large mountain meadows with lush growth of shrubby willows.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Empidonax traillii extimus southwestern willow flycatcher	Fed: END CA: END	Occurs in riparian woodlands in southern California. Typically requires large areas of willow thickets in broad valleys, canyon bottoms, or around ponds and lakes. These areas typically have standing or running water or are at least moist.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Emys marmorata western pond turtle	Fed: None CA: SSC	Found in ponds, lakes, rivers, streams, creeks, marshes, and irrigation ditches, with abundant vegetation, either rocky or muddy bottoms, in woodland, forest, and grassland. In streams, prefers pools to shallower areas. Logs, rocks, cattail mats, and exposed banks are required for basking. May enter brackish water and even seawater. Found at elevations from sea level to over 5,900 feet (1,800 m).	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Eremophila alpestris actia California horned lark	Fed: None CA: WL	Generally found in shortgrass prairies, grasslands, disturbed fields, or similar habitat types along the coast or in deserts. Trees are shrubs are usually scarce or absent. Generally rare in montane, coniferous, or chaparral habitats. Forms large flocks outside of the breeding season.	Yes	High Suitable foraging and nesting habitat are present within and near the Project site.
Eumops perotis californicus western mastiff bat	Fed: None CA: SSC	Primarily a cliff-dwelling species, roost generally under exfoliating rock slabs. Roosts are generally high above the ground, usually allowing a clear vertical drop of at least 3 meters below the entrance for flight. In California, it is most frequently encountered in broad open areas. Its foraging habitat includes dry desert washes, flood plains, chaparral, oak woodland, open ponderosa pine forest, grassland, and agricultural areas.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Euphydryas editha quino Quino checkerspot butterfly	Fed: END CA: None	Range is now limited to a few populations in Riverside and San Diego counties. Common in meadows and upland sage scrub/chapparral habitat.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Falco columbarius merlin	Fed: None CA: WL	Nest in forested openings, edges, and along rivers across northern North America. Found in open forests, grasslands, and especially coastal areas with flocks of small songbirds or shorebirds.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Falco mexicanus prairie falcon	Fed: None CA: WL	Commonly occur in arid and semiarid shrubland and grassland community types. Also occasionally found in open parklands within coniferous forests. During the breeding season, they are found commonly in foothills and mountains which provide cliffs and escarpments suitable for nest sites.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Falco peregrinus anatum American peregrine falcon	Fed: DL CA: DL; FP	Uncommon winter resident of the inland region of southern California. Active nesting sites are known along the coast north of Santa Barbara, in the Sierra Nevada, and in other mountains of northern California. Breeds mostly in woodland, forest, and coastal habitats. Riparian areas and coastal and inland wetlands are important habitats yearlong, especially in nonbreeding seasons.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Haliaeetus leucocephalus bald eagle	Fed: DL CA: END; FP	Occur primarily at or near seacoasts, rivers, swamps, and large lakes. Need ample foraging opportunities, typically near a large water source.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Hydroprogne caspia Caspian tern	Fed: None CA: None	Occurs near large lakes, coastal waters, beaches, and bays. Found on both fresh and salt water, favoring protected waters such as bays and lagoons, rivers, not usually foraging over open sea. Nests on open ground on islands, coasts.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Icteria virens yellow-breasted chat	Fed: None CA: SSC	Primarily found in tall, dense, relatively wide riparian woodlands and thickets of willows, vine tangles, and dense brush with well-developed understories. Nesting areas are associated with streams, swampy ground, and the borders of small ponds. Breeding habitat must be dense to provide shade and concealment. It winters south the Central America.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lanius ludovicianus loggerhead shrike	Fed: None CA: SSC	Often found in broken woodlands, shrublands, and other habitats. Prefers open country with scattered perches for hunting and fairly dense brush for nesting.	Yes	Low Limited foraging habitat is present within and surrounding the Project site. No suitable nesting opportunities are present.
Larus californicus California gull	Fed: None CA: WL	Require isolated islands in rivers, reservoirs and natural lakes for nesting, where predations pressures from terrestrial mammals are diminished. Uses both fresh and saline aquatic habitats at variable elevations and degrees of aridity for nesting and for opportunistic foraging.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lasiurus xanthinus western yellow bat	Fed: None CA: SSC	Roosts in palm trees in foothill riparian, desert wash, and palm oasis habitats with access to water for foraging.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lepus californicus bennettii San Diego black-tailed jackrabbit	Fed: None CA: None	Occurs in diverse habitats, but primarily is found in arid regions supporting shortgrass habitats. Openness of open scrub habitat is preferred over dense chaparral.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Lynx rufus pallescens pallid bobcat	Fed: None CA: None	Found on the western edge of the great basin habitat in extreme northeast California. Live in a variety of habitats including forests, deserts, mountains, swamps and farmland.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Myotis yumanensis Yuma myotis	Fed: None CA: None	Found in forests and woodlands near water. Roosts in caves, buildings, mines, and crevices.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Nannopterum auritum double-crested cormorant	Fed: None CA: WL	Common yearlong resident in southern California. Occurs widely in freshwater and marine habitats along coastlines. Require open water where they can forage for schooling fish.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Neolarra alba white cuckoo bee	Fed: None CA: None	Found in dry, sandy areas (particularly deserts) in the American southwest near the host plants for Perdita bee species, of which it is a nest parasite.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Neotoma lepida intermedia San Diego desert woodrat	Fed: None CA: SSC	Occurs in coastal scrub communities between San Luis Obispo and San Diego Counties. Prefers moderate to dense canopies, and especially rocky outcrops.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Numenius americanus long-billed curlew	Fed: None CA: WL	Preferred winter habitats include large coastal estuaries, upland herbaceous areas, and croplands. On estuaries, feeding occurs mostly on intertidal mudflats.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Nycticorax nycticorax black-crowned night heron	Fed: None CA: None	Fairly common, yearlong resident in lowlands and foothills throughout most of California, including the Salton Sea and Colorado River areas, and very common locally in large nesting colonies. Feeds along the margins of lacustrine, large riverine, and fresh and saline emergent habitats and rarely, on kelp beds in marine sub tidal habitats. Nests and roosts in dense-foliaged trees and dense emergent wetlands.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Nyctinomops femorosaccus pocketed free-tailed bat	Fed: None CA: SSC	Prefers open lowland areas near water in arid or semi-arid habitats including deserts and scrublands including pinyonjuniper woodlands, desert scrub, desert succulent shrub, desert riparian, desert wash, alkali desert scrub, Joshua tree, and palm oasis. Colonial roosting sites include caves, mines, and rock crevices, and to a lesser extent, buildings, bridges, and trees.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Onychomys torridus ramona southern grasshopper mouse	Fed: None CA: SSC	Inhabits alkali desert scrub and other desert scrub habitats, and to a lesser extent succulent shrubs, desert washes, desert riparian, coastal scrub, mixed chaparral, and sagebrush habitats. Generally rare in valley foothill and montane riparian habitats. Prefers low to moderate shrub cover and requires friable soils.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Pandion haliaetus osprey	Fed: None CA: WL	Remain close to still or slow-moving bodies of water including oceans, rivers, lakes, mangroves, coastal wetlands, lagoons, reefs, estuaries and marshes. Generally nest in high places, such as trees, power poles, or cliffs.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Pelecanus erythrorhynchos American white pelican	Fed: None CA: SSC	Locally common winter resident of southern California. Typically forage in shallow inland waters, such as open areas in marshes and along lake or river edges. Also occur in shallow coastal marine habitats.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Pelecanus occidentalis californicus California brown pelican	Fed: DL CA: DL; FP	astal areas, with nesting occurring on islands. Species found occasionally along Arizona's lakes and rivers. This species inhabits shallow inshore waters, estuaries and bays, avoiding the open sea. Its diet is comprised mostly of fish, causing great congregations in areas with abundant prey. Prey species include sardines and anchovies, but has been seen to take shrimps and carrion, and even nestling egrets. It regularly feeds by plunge-diving and is often the victim of kleptoparasites.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Perognathus longimembris brevinasus Los Angeles pocket mouse	Fed: None CA: SSC	Occurs in lower elevation grasslands and coastal sage scrub communities in and around the Los Angeles Basin. Prefers open ground with fine sandy soils. May not dig extensive burrows, but instead will seek refuge under weeds and dead leaves instead.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Phrynosoma blainvillii coast horned lizard	Fed: None CA: SSC	Occurs in a wide variety of vegetation types including coastal sage scrub, annual grassland, chaparral, oak woodland, riparian woodland and coniferous forest. In inland areas, this species is restricted to areas with pockets of open microhabitat, created by disturbance (i.e. fire, floods, roads, grazing, fire breaks). The key elements of such habitats are loose, fine soils with a high sand fraction; an abundance of native ants or other insects; and open areas with limited overstory for basking and low, but relatively dense shrubs for refuge.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Plegadis chihi white-faced ibis	Fed: None CA: WL	Prefers to feed in fresh emergent wetland, shallow lacustrine waters, muddy ground of wet meadows, and irrigated or flooded pastures and croplands. Nests in dense, fresh emergent wetland.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Poliophtila californica californica coastal California gnatcatcher	Fed: None CA: WL	In Mojave, Great Basin, Colorado and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt bush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, nipple cactus, and prickly pear and cholla.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Poliophtila melanura black-tailed gnatcatcher	Fed: None CA: WL	In Mojave, Great Basin, Colorado and Sonoran Desert communities, prefers nesting and foraging in densely lined arroyos and washes dominated by creosote bush and salt bush with scattered bursage, burrowed, ocotillo, saguaro, barrel cactus, nipple cactus, and prickly pear and cholla.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Pyrocephalus rubinus vermillion flycatcher	Fed: None CA: SSC	Can be found in any open country in the American Southwest, including arid scrublands, farmlands, deserts, parks, and canyon mouths. In more arid areas, species prefers areas near streams or other sources of water. Nests in trees usually 6 to 20 feet aboveground along stream corridors.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Salvadora hexalepis virgultea coast patch-nosed snake	Fed: None CA: SSC	Found in brushy or shrubby vegetation along the coast and requires small mammal burrows for refuge and overwintering.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Setophaga petechia yellow warbler	Fed: None CA: SSC	Nests over all of California except the Central Valley, the Mojave Desert region, and high altitudes and the eastern side of the Sierra Nevada. Winters along the Colorado River and in parts of Imperial and Riverside Counties. Nests in riparian areas dominated by willows, cottonwoods, sycamores, or alders or in mature chaparral. May also use oaks, conifers, and urban areas near stream courses.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Spea hammondi western spadefoot	Fed: None CA: SSC	Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, coastal sage scrub, chaparral, sandy washed, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Rainpools which do not contain bullfrogs, fish, or crayfish are necessary for breeding.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Spinus lawrencei Lawrence's goldfinch	Fed: None CA: None	Open woodlands, chaparral, and weedy fields. Closely associated with oaks. Nests in open oak or other arid woodland and chaparral near water.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Spizella breweri Brewer's sparrow	Fed: None CA: None	Lives in arid sagebrush steppe habitat. Prefers to nest, feed, and roost in sagebrush. Can also be found along foothill tree lines, brushy plains, and weedy fields.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Streptocephalus woottoni Riverside fairy shrimp	Fed: END CA: None	Freshwater crustacean that is found in vernal pools in the coastal California area.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Scientific Name Common Name	Status	Habitat	Covered by MSHCP	Potential to Occur
Taxidea taxus American badger	Fed: None CA: SSC	Primarily occupy grasslands, parklands, farms, tallgrass and shortgrass prairies, meadows, shrub-steppe communities and other treeless areas with sandy loam soils where it can dig more easily for its prey. Occasionally found in open chaparral (with less than 50% plant cover) and riparian zones.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Vireo bellii pusillus least Bell's vireo	Fed: NED CA: END	Primarily occupy Riverine riparian habitat that typically feature dense cover within 1 -2 meters of the ground and a dense, stratified canopy. Typically it is associated with southern willow scrub, cottonwood-willow forest, mule fat scrub, sycamore alluvial woodlands, coast live oak riparian forest, arroyo willow riparian forest, or mesquite in desert localities. It uses habitat which is limited to the immediate vicinity of water courses, 2,000 feet elevation in the interior.	Yes	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.
Xanthocephalus xanthocephalus yellow-headed blackbird	Fed: None CA: SSC	Summers in the west-central United States and Canada and winters throughout the western United States. Nests primarily in large wetlands, but also in mountain meadows and along pond and river edges. Forages in fields and open country. Breeds in freshwater sloughs, marshy lake borders, and tall cattails.	No	Presumed Absent There is no suitable habitat present within or adjacent to the Project site.

Source: EIR Appendix D

Notes:

US Fish and Wildlife Service (Fed)

END-Federal Endangered

THR-Federal Threatened

California Department of Fish and Wildlife (CA)

END – California Endangered

THR – California Threatened

Candidate – Candidate for listing under the California Endangered Species Act

FP – California Fully Protected

SSC – Special Species of Concern

WL – Watch List

Western Riverside County MSHCP

Yes – Fully Covered

No – Not Covered

Yes (a) – may require surveys under MSHCP Section 6.1.2

Yes (b) – may require surveys under MSHCP Section 6.1.3

Yes (c) - May require surveys under MSHCP Section 6.3.2

Yes (d) – May require surveys under MSHCP Section 6.3.2

Yes (e) – Conditionally covered pending the achievement of species-specific conservation measures

5.4.3.5 Jurisdictional Waters

Two ephemeral drainage features occur onsite as shown on Figure 5.4-2. Drainage one enters the site from the lower western boundary of the Specific Plan Area through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Specific Plan Area, extending from Frontage Road and terminating within the Specific Plan Area. Additionally, drainage two is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue. The onsite ephemeral drainages are not a relatively permanent, standing, or continuously flowing body of water and does not qualify as waters of the United States. However, the onsite drainages will likely qualify as waters of the State and fall under the regulatory authority of the Santa Ana Regional Water Quality Control Board (Regional Water Board) and CDFW. As demonstrated by the Jurisdictional Delineation, approximately 0.23 acre (2,978 linear feet) of non-wetland waters of the State occur onsite under the jurisdictional authority of the Santa Ana Regional Water Board and CDFW streambeds total 0.25 acre (2,978 linear feet) (EIR Appendix F).

5.4.3.6 Wildlife Movement

Wildlife corridors connect otherwise isolated pieces of habitat and allow movement or dispersal of plants and animals. Corridors can be local or regional in scale. Their functions may vary temporally and spatially based on conditions and species present. Local wildlife corridors allow access to resources such as food, water, and shelter within the framework of their daily routine. Animals use these corridors, which are often hillsides or tributary drainages, to move between different habitats. Regional corridors provide these functions over a larger scale and link two or more large habitat areas, allowing the dispersal of organisms and the consequent mixing of genes between populations.

As concluded in the Habitat Assessment, the Specific Plan Area has not been identified as occurring within a wildlife corridor or linkage. The nearest linkage to the Specific Plan Area is located approximately 0.65 mile from the Specific Plan Area and is associated with the Motte/Rimrock Reserve. The Specific Plan Area is surrounded by urban development, disturbed vacant lands, and roads. Furthermore, the Specific Plan Area has been disturbed and is isolated from regional wildlife corridors and linkages. There are no riparian corridors, creeks, or useful patches of natural areas within or connecting the site to a recognized corridor or linkage (EIR Appendix D).

5.4.3.7 Critical Habitat

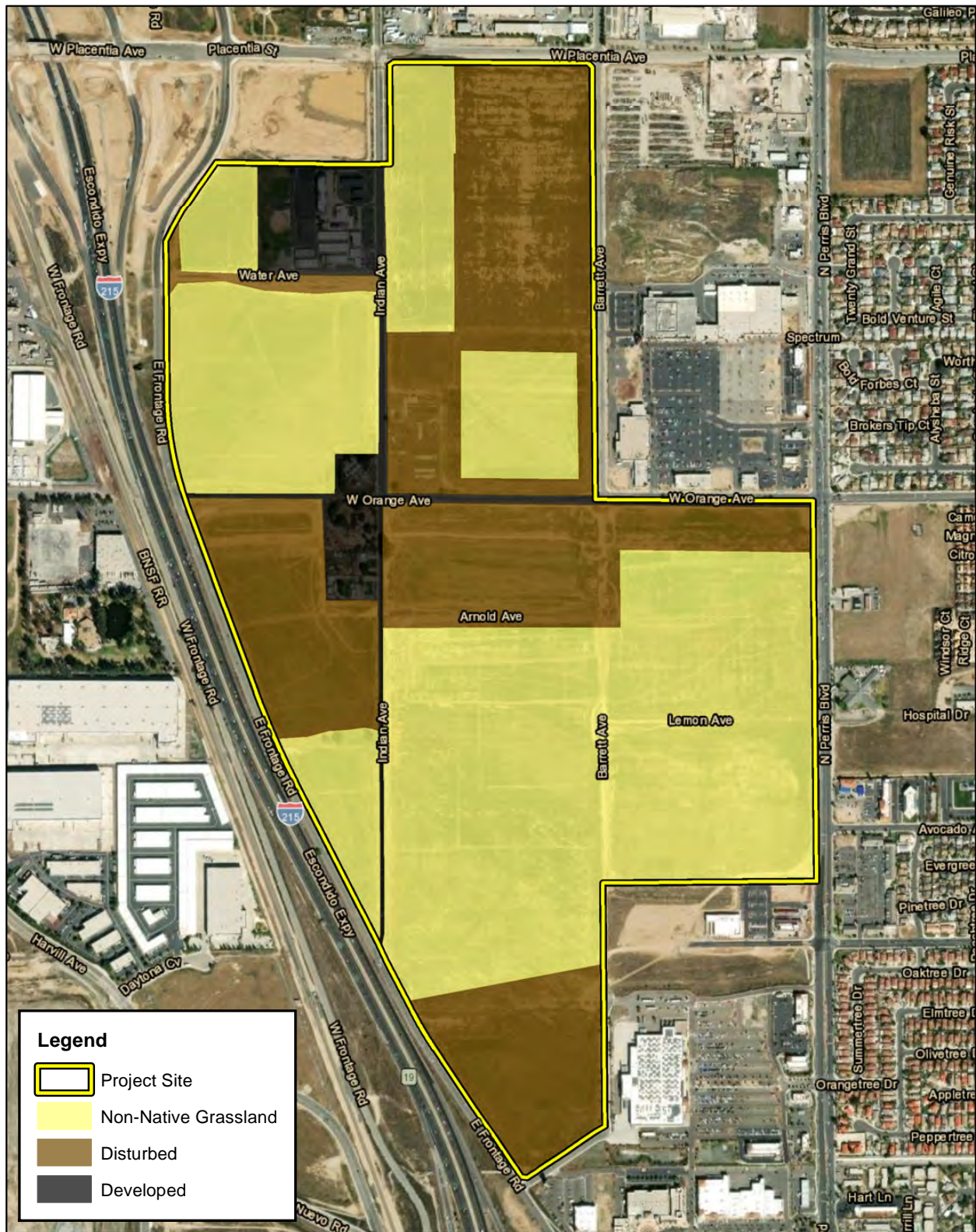
Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. The Specific Plan Area is not located within federally designated Critical Habitat. The nearest designated Critical Habitat is located approximately 2.46 miles southeast of the Specific Plan Area for spreading navarretia (*Navarretia fossalis*) and thread-leaved brodiaea (*Brodiaea filifolia*) (EIR Appendix D).

5.4.3.8 Western Riverside County MSHCP

The Specific Plan Area is located within the Western Riverside County MSHCP Area. The MSHCP is intended to preserve native habitats for the use of multiple species. Within the Plan Area, approximately 500,000 acres of land is further dedicated as MSHCP Conservation Area for the protection of Covered Species, the species which the MSHCP has selected to conserve.

The Specific Plan Area is not within the Conservation Area. In addition, the Specific Plan Area is not located within an MSHCP Criteria Cell or Cell Group. However, the Specific Plan Area is located within MSHCP designated survey areas for burrowing owls as well as the following Narrow Endemic Plant Species: San Diego ambrosia (*Ambrosia pumila*), spreading navarretia, California Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii* var. *wrightii*), and Criteria Area Species San Jacinto Valley crownscale (*Atriplex coronata* var. *notatior*), Parish's crownscale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), thread-leaved brodiaea, round-leaved filaree (*California macrophylla*), smooth tarplant, Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), little mousetail (*Myosurus minimus* ssp. *apus*), and mud nama (*Nama stenocarpa*) (EIR Appendix D).

Onsite Vegetation



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 5.4-1

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Onsite Drainages



Source: ELMT Consulting, Inc. (2024). Exhibit 5: Jurisdictional Areas [Map]. Harvest Landing Retail Center & Business Park Project Delineation of State and Federal Jurisdictional Waters (Appendix F to the EIR)

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5.4.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- BIO-1 Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- BIO-2 Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- BIO-3 Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- BIO-4 Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- BIO-5 Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- BIO-6 Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.4.5 METHODOLOGY

The analysis within this Draft EIR section is based on the Habitat Assessment and MSHCP Consistency Analysis, Burrowing Owl Focused Survey Report, Jurisdictional Delineation, and Determination of Biologically Equivalent or Superior Preservation Report (DBESP Report) completed for the Specific Plan Area, included as EIR Appendices D through G. The Habitat Assessment and MSHCP Consistency Analysis is based on literature review of biological resources occurring within the Specific Plan Area and surrounding vicinity. The literature review was based on the review of the following: aerial photographs, topographic maps, and database searches of the California Natural Diversity Data Base, the FWS Endangered Species Lists, and the California Native Plant Society rare plant lists. In addition, field surveys were conducted to document existing conditions within the Specific Plan Area and surrounding lands. A general biological field survey, in-field habitat assessments, burrowing owl habitat assessments and focused surveys, vegetation mapping, and investigation of jurisdictional waters and wetlands were conducted. Information obtained through the research and site surveys were compared to the CEQA Guidelines Appendix G thresholds of significance and existing regulatory requirements and policies to determine whether a potentially significant impact could occur and measures to reduce potential impacts.

5.4.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Specific Plan Area pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a project-specific level within this section.

IMPACT BIO-1: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT, EITHER DIRECTLY OR THROUGH HABITAT MODIFICATIONS, ON ANY SPECIES IDENTIFIED AS A CANDIDATE, SENSITIVE, OR SPECIAL STATUS SPECIES IN LOCAL OR REGIONAL PLANS, POLICIES, OR REGULATIONS, OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

Specific Plan Area

Less than Significant with Mitigation Incorporated. As described in the environmental setting, the Specific Plan Area and offsite improvement areas contain developed land, disturbed land, and non-native grassland.

Special-Status Plants

As shown in Table 5.4-1, 24 special-status plant species are associated with the Project region. None of the special-status plant species were observed during the general biological surveys conducted on August 18, 2023. The Specific Plan Area and surrounding vicinity have been subject to decades of anthropogenic disturbances from development and agricultural activities, which has removed native plant communities that have historically occurred in the area. Based on the habitat requirements for specific species and the quality

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

of onsite habitats, the site has a low potential to support smooth tarplant and paniculate tarplant (*Deinandra paniculata*) and the site has no potential to support the other special-status plant species listed in Table 5.4-1 (EIR Appendix D).

Smooth tarplant and paniculate tarplant are neither federally nor State listed as threatened or endangered; but are listed as California Native Plant Society Rare Plant Rank species. They are not listed as a covered species under the MSHCP. While historic anthropogenic disturbances onsite have removed the natural plant communities that once occurred in the area, smooth tarplant and paniculate tarplant are known for tolerating disturbed conditions and are commonly seen growing in similar areas throughout western Riverside County. In addition, local records show that this species is known to occur in the vicinity of the Specific Plan Area. As such, smooth tarplant and paniculate tarplant were determined to have a low potential to occur within the Specific Plan Area despite not being observed onsite or in offsite improvement areas during field surveys (EIR Appendix D). The Specific Plan Area is isolated from known occupied areas and previously mentioned observations in the vicinity are scant and widespread. Therefore, if any smooth tarplant or paniculate tarplant are present onsite, they are not expected to contribute to the long-term conservation value of the species. Therefore, development within the Specific Plan Area would result in less-than-significant impacts to special-status plant species.

Special-Status Animal Species

As shown in Table 5.4-2, a total of 80 special-status animal species have been identified with the potential to occur within the Project region. Three special-status wildlife species were observed during the field investigation on August 18, 2023: burrowing owl, white-tailed kite, and prairie falcon. Based on the habitat requirements for specific species and the availability of onsite habitats, the Habitat Assessment determined that the Specific Plan Area has a high potential to support Cooper's hawk, sharp-shinned hawk, Costa's hummingbird, northern harrier, and California horned lark; and a low potential to support great egret, great blue heron, snowy egret; loggerhead shrike. The Specific Plan Area does not have the potential to support any of the other special-status species listed in Table 5.4-2.

None of the species with the potential to occur onsite are federally or State listed as endangered or threatened; however, burrowing owl is currently a candidate for State listing. In addition, burrowing owl, white-tailed kite, prairie falcon, Cooper's hawk, sharp-shinned hawk, northern harrier, California horned lark, great blue heron, and loggerhead shrike are covered species under the MSHCP. Of the species with the potential to occur onsite, burrowing owl, Costa's hummingbird, and California horned lark have a higher potential to nest onsite and burrowing owl were observed nesting onsite. Given the potential for Costa's hummingbird and California horned lark to nest onsite, Mitigation Measure BIO-1 is included to require a preconstruction nesting bird survey. With implementation of Mitigation Measure BIO-1, potential impacts to avian species (with the exception of burrowing owl) with the potential to occur and nest onsite would be less than significant.

As a result of burrowing owls being found onsite during the general habitat survey, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006). Focused surveys were conducted on August 21, August 23, August 26, and August 30, 2023. A total of seven burrowing owls, including four adults and three juveniles were observed during the focused burrowing owl surveys within the Phase 1 area of the Specific Plan. Given the presence of burrowing owl within the Specific Plan Area, Mitigation Measure BIO-2 is included to require a preconstruction burrowing owl survey. Should burrowing owl be detected during the preconstruction burrowing owl survey, Mitigation Measure BIO-2 would require development of a Burrowing Owl Plan, which would provide measures for avoidance, relocation, and monitoring of onsite burrowing owls in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

With implementation of Mitigation Measure BIO-2, potential impacts to burrowing owl would be less than significant.

IMPACT BIO-2: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON ANY RIPARIAN HABITAT OR OTHER SENSITIVE NATURAL COMMUNITY IDENTIFIED IN LOCAL OR REGIONAL PLANS, POLICIES, REGULATIONS OR BY THE CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE OR U.S. FISH AND WILDLIFE SERVICE.

Specific Plan Area

Less than Significant with Mitigation Incorporated. Two unnamed ephemeral drainage features, Drainage 1 and Drainage 2, were observed onsite during the field survey. The onsite ephemeral drainage features are not a relatively permanent, standing, or continuously flowing body of water and, therefore, would not qualify as waters of the United States under the regulatory authority of the United States Army Corps of Engineers. However, the drainage feature will likely qualify as waters of the State and fall under the regulatory authority of the Santa Ana Regional Water Board and CDFW. As demonstrated by the Jurisdictional Delineation, approximately 0.23 acre (2,978 linear feet) of non-wetland waters of the State occur onsite within the Phase 1 and Phase 2 areas and are under the jurisdictional authority of the Santa Ana Regional Water Board, and CDFW streambed area onsite totals 0.25 acre (2,978 linear feet). Both Drainage 1 and Drainage 2 would be disturbed and developed as part of Phase 1 development and roadway improvement construction. Therefore, Mitigation Measure BIO-3 is included to require an Army Corps of Engineers Approved Jurisdictional Determination or Waiver, Regional Board Clean Water Act Section Report of Waste Discharge, and a CDFW Section 1602 Lake and Streambed Alteration Agreement and establishment of an onsite drainage at a 2:1 ratio (0.5-acre) within the Phase 2 area of the Specific Plan which shall include herbaceous riparian habitat, as further outlined in the DBESP Report, included as EIR Appendix G.

According to the Habitat Assessment, no additional sensitive habitats or natural communities occur within the Specific Plan Area (EIR Appendix D). With implementation of Mitigation Measure BIO-3, potential impacts to riparian habitat or other sensitive natural communities would be less than significant.

IMPACT BIO-3: THE PROJECT WOULD NOT HAVE A SUBSTANTIAL ADVERSE EFFECT ON STATE OR FEDERALLY PROTECTED WETLANDS (INCLUDING, BUT NOT LIMITED TO, MARSH, VERNAL POOL, COASTAL, ETC.) THROUGH DIRECT REMOVAL, FILLING, HYDROLOGICAL INTERRUPTION, OR OTHER MEANS.

Specific Plan Area

No Impact. No inundated areas, wetland features, or wetland plant species that would be considered wetlands as defined by Section 404 of the Clean Water Act occur within the Specific Plan Area (EIR Appendix D). Therefore, implementation of the proposed Project would not result in any impacts or have substantial adverse effects on federally protected wetlands.

IMPACT BIO-4: THE PROJECT WOULD NOT INTERFERE SUBSTANTIALLY WITH THE MOVEMENT OF ANY NATIVE RESIDENT OR MIGRATORY FISH OR WILDLIFE SPECIES, OR WITH ESTABLISHED NATIVE RESIDENT OR MIGRATORY WILDLIFE CORRIDORS, OR IMPEDE THE USE OF NATIVE WILDLIFE NURSERY SITES.

Specific Plan Area

Less than Significant with Mitigation Incorporated.

Wildlife Movement

Wildlife corridors are linear features that connect areas of open space and provide avenues for the migration of animals and access to additional areas of foraging. Typically, mountain canyons or riparian corridors are used as corridors, and the Specific Plan Area does not contain these features. The Specific Plan Area is relatively flat and is within an urbanized setting. No wildlife movement corridors were found to be present within the Specific Plan Area (EIR Appendix D). Areas of commercial, residential, and disturbed vacant land are located beyond the roadways adjacent to the site. Development of the site would not result in impacts related to an established native resident or migratory wildlife corridor.

Migratory Birds

The Specific Plan Area contains shrubs and trees that can be utilized by nesting birds and raptors during the nesting bird season. Therefore, if vegetation is required to be removed during nesting bird season, Mitigation Measure BIO-1 has been included to require a nesting bird survey to be conducted prior to initiating vegetation clearing. With the implementation of Mitigation Measure BIO-1, potential impacts related to nesting birds would be reduced to a less than significant level.

IMPACT BIO-5: THE PROJECT WOULD NOT CONFLICT WITH ANY LOCAL POLICIES OR ORDINANCES PROTECTING BIOLOGICAL RESOURCES, SUCH AS A TREE PRESERVATION POLICY OR ORDINANCE.

Specific Plan Area

No Impact. Project would not conflict with any local policies or ordinances protecting biological resources. See discussions under Impact BIO-6 regarding compliance with the MSHCP Fee Program Ordinance.

Perris Municipal Code Chapter 19.71, Urban Forestry Establishment and Care, regulates the removal or severe trimming of any trees within a public right of way, city street, or city property. As determined by the Habitat Assessment and MSHCP Consistency Analysis, the Project would not impact any trees within a public right of way or any city trees. Therefore, the Project would not conflict with any local policies or ordinances protecting biological resources, and no impacts would occur.

IMPACT BIO-6: THE PROJECT WOULD NOT CONFLICT WITH THE PROVISIONS OF AN ADOPTED HABITAT CONSERVATION PLAN, NATURAL COMMUNITY CONSERVATION PLAN, OR OTHER APPROVED LOCAL, REGIONAL, OR STATE HABITAT CONSERVATION PLAN.

Specific Plan Area

Less than Significant with Mitigation Incorporated. The Specific Plan Area is located within the boundaries of the Western Riverside County MSHCP Mead Valley Area Plan. The Specific Plan Area is not located within or adjacent to a Plan Cell Group, or Conservation Area. However, the Specific Plan Area is located within MSHCP designated survey areas for burrowing owl and Narrow Endemic Plant Species San Diego

ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis, and Criteria Area Species San Jacinto Valley crownscale, Parish's crownscale, Davidson's saltscare, thread-leaved brodiaea, round-leaved filaree, smooth tarplant, Coulter's goldfields, little mouseltail, and mud nama (EIR Appendix D).

Riparian/Riverine Areas and Vernal Pools

Regarding MSHCP Section 6.1.2, there are two onsite drainage features (Drainage 1 and Drainage 2). Since the onsite drainage features were artificially created, did not replace an existing blue line stream or other water feature, and is not dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens it does not meet the definition of riparian/riverine habitat under Section 6.1.2 of the MSHCP. However, since the regulatory agencies will likely assert jurisdiction over Drainage 1 and Drainage 2, it is expected that the Riverside Conservation Authority will also assert jurisdiction over the feature under Section 6.1.2 of the MSHCP. Thus, a DBESP Report has been prepared under separate cover to address the loss of riparian/riverine habitat and is included as Appendix G to this Draft EIR. Also, Mitigation Measure BIO-3 is included to require an Army Corps of Engineers Approved Jurisdictional Determination or Waiver, Regional Board Clean Water Act Section Report of Waste Discharge, and a CDFW Section 1602 Lake and Streambed Alteration Agreement and establishment of an onsite drainage within the Phase 2 area of the Specific Plan with herbaceous riparian habitat at a 2:1 ratio pursuant to the DBESP Report.

In regard to vernal pools, the Habitat Assessment and MSHCP Consistency Analysis concluded that, based on historic aerial photographs and observations during field investigations, there is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Specific Plan Area (EIR Appendix D). Therefore, with implementation of Mitigation Measure BIO-3, the Project would not conflict with MSHCP Section 6.1.2.

Narrow Endemic Plant Species

Regarding MSHCP Section 6.1.3, *Protection of Narrow Endemic Plant Species*, the Specific Plan Area is located in the designated survey area for Narrow Endemic Plant Species San Diego ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis. According to the Habitat Assessment and MSHCP Consistency Analysis, the Specific Plan Area has not supported natural plant communities since at least 1959. Further, based on the field survey, the Specific Plan Area does not provide suitable habitat for these MSHCP listed Narrow Endemic Plant Species. Therefore, the Project would not conflict with MSHCP Section 6.1.3.

Urban/Wildland Interface Guidelines

Regarding MSHCP Section 6.1.4, *Guidelines Pertaining to the Urban/Wildlands Interface*, the Specific Plan Area is not located within or adjacent to a MSHCP Conservation Area. As a result, the Project would not conflict with MSHCP Section 6.1.4.

Burrowing Owl

Regarding MSHCP Section 6.3.2, the Specific Plan Area is located within the designated survey area for burrowing owl. As a result of burrowing owls being found onsite during the general habitat survey, focused surveys were conducted pursuant to *Step II, Part B: Focused Burrowing Owl Surveys of the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan Area* (2006) on August 21, August 23, August 26, and August 30, 2023. A total of seven burrowing owls, including four adults and three juveniles were observed during the focused burrowing owl surveys within the Phase 1 area of the Specific Plan. Given the presence of burrowing owl within the Specific Plan, Mitigation Measure BIO-2 is included to require a preconstruction burrowing owl survey. Should burrowing owl be detected during conduct of the preconstruction burrowing owl survey, Mitigation Measure BIO-2 would require development of a Burrowing Owl Plan in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). With

implementation of Mitigation Measure BIO-2, the Project would not conflict with MSHCP Section 6.3.2 in relation to burrowing owls.

Criteria Area Species

Regarding MSHCP Section 6.3.2, the Specific Plan Area is located within the designated survey area for Criteria Area Species San Jacinto Valley crowscale, Parish's brittlescale, Davidson's saltscale, Thread-leaved brodiaea, Round-leaved filaree, Smooth tarplant, Coulter's goldfields, Little mousetail, and Mud nama. According to the Habitat Assessment and MSHCP Consistency Analysis, no criteria area species were observed within the Specific Plan Area. Further, the site has historically supported residential, school, and agricultural operations and weed abatement activities. As shown in Table 5.4-1, there is no habitat onsite for these Criteria Area Species and all of these species are presumed absent. Therefore, the Project would not conflict with MSHCP Section 6.3.2 in relation to Criteria Area Species.

Therefore, the Project would not result in conflicts with the adopted habitat conservation plan, due to lack of suitable environment for the Western Riverside County MSHCP Covered Species. With payment of the required MSHCP fees and implementation of Mitigation Measures BIO-2 and BIO-3, the Project would not result in any conflicts with the MSHCP, and potential impacts would be less than significant.

5.4.7 CUMULATIVE IMPACTS

The cumulative study area for biological resources encompasses the Riverside County MSHCP area. This cumulative impact analysis considers development of the Project in conjunction with other development projects in the vicinity of the Specific Plan Area as well as the projects identified in Section 5.0, *Environmental Impact Analysis*, Table 5-1, *Cumulative Projects List*. The Project would not have significant impacts related to wildlife movement, local ordinances or regulations protecting biological resources, habitat conservation plans, plant communities, and habitat fragmentation. In addition, although the Project could have potentially significant impacts to nesting birds, burrowing owls, and jurisdictional waters, compliance with Mitigation Measures BIO-1 through BIO-3 would reduce potential impacts to less-than-significant levels. Multiple projects identified in Table 5-1 are proposed adjacent to the Specific Plan Area. Similar to the Project, the cumulative projects within the general vicinity are surrounded by urban development and are not within any MSHCP Criteria Cells.

Cumulative projects would be required to comply with applicable survey requirements pursuant to Riverside County and MSHCP requirements and mitigation for biological resources, such as the Migratory Bird Treaty Act and burrowing owl focused surveys. Since all projects would be required to implement their respective mitigation measures, their contribution would not be cumulatively considerable. There are no projects that would, in combination with the Project, produce a significant impact to biological resources. Therefore, potential Project impacts would be less than cumulatively considerable and would be less than significant.

5.4.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

Federal

- Federal Endangered Species Act
- Clean Water Act
- Migratory Bird Treaty Act

State

- California's Endangered Species Act
- California Fish and Game Code

Local

- Perris Municipal Code Chapter 19.70 Urban Forestry Establishment and Care

5.4.9 PROJECT DESIGN FEATURES

None.

5.4.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following impacts would be **potentially significant**:

- Impact BIO-1: Impacts to special status species in local or regional plans, policies, or regulations.
- Impact BIO-2: Impacts to riparian habitat or sensitive communities.
- Impact BIO-4: Impacts to wildlife movement or native wildlife nursery sites.
- Impact BIO-6: Impacts related to conflict with provisions of the MSHCP.

The following would result in **no impacts**:

- Impact BIO-3: Impacts to State or federally protected wetlands.
- Impact BIO-5: Impacts related to conflict with local policies or ordinances.

5.4.11 MITIGATION MEASURES

Mitigation Measure BIO-1: Nesting Bird Survey. Site preparation activities (such as ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species (generally February 1 to September 15 although the nesting season may be extended due to weather and drought conditions).

If site preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the Migratory Bird Treaty Act or the California Fish and Game Code are present in the construction zone. The Project biologist shall be experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures.

The pre-activity field surveys shall include the Project site and adjacent areas where Project activities have the potential to cause nest failure. The surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than three (3) days prior to the initiation of Project site preparation activities. The surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. The survey duration shall take into consideration the size of the Project site;

density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate.

If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season.

If active nests are located during the pre-activity field survey, the Project biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The Project biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the Project biologist determines that such Project activities may be causing an adverse reaction, the Project biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The Project biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

Mitigation Measure BIO-2: Preconstruction Burrowing Owl Survey & Burrowing Owl Plan. The Project proponent shall retain a qualified biologist to conduct a pre-construction survey for burrowing owls within 30 days prior to commencement of construction activities (e.g., vegetation clearing, clearing and grubbing, tree removal, site watering). The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, if burrowing owls are observed during the nesting bird survey (Mitigation Measure BIO-1), to be conducted within three days prior to ground disturbance or vegetation clearance, the observation shall be reported to the Riverside Conservation Authority (RCA), United States Fish and Wildlife Service (FWS), and California Department of Fish and Wildlife (CDFW). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. An additional preconstruction survey for resident burrowing owls within three days prior to commencement of construction shall also be conducted. The pre-construction survey and any relocation activity shall be conducted in accordance with the Burrowing Owl Survey Instructions for the Western Riverside MSHCP.

If burrowing owl are detected, the CDFW shall be sent written notification by the City within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the nests shall be avoided and the Project biologist and Project proponent shall coordinate with the City of Perris Planning Division, the FWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the FWS prior to commencing Project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and the Western Riverside County MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows) and management activities for relocated owls may also be required in the Burrowing Owl Plan. The Project proponent shall implement the Burrowing Owl Plan following CDFW and FWS review and concurrence. A final letter report shall be prepared by the Project biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to the CDFW prior to the

start of Project activities. When the Project biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, Project activities may begin.

If burrowing owls occupy the Project site after Project activities have started, then construction activities shall be halted immediately within a 500-foot radius. The Project proponent shall notify the City of Perris Planning Division and the City shall notify the CDFW and the FWS within 48 hours of detection. A Burrowing Owl Plan, as detailed above, shall be implemented.

Mitigation Measure BIO-3: Establishment of Onsite Drainage Feature. Prior to issuance of grading permits within the Phase 1 area, the Applicant shall obtain required permits from the California Department of Fish and Wildlife (1601-1603 Streambed Alteration Permits) and Santa Ana Regional Water Quality Control Board (401 Permit). In response to the requirements associated with these permits, a Mitigation Plan shall be developed by a qualified biologist and submitted to these agencies. The Mitigation Plan shall require mitigation at a ratio of 2:1 (0.5 acre) through onsite establishment of herbaceous riparian habitat within the Phase 2 development area, or, if such credits become available, purchase of mitigation credits at a ratio of 2:1.

5.4.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

The mitigation measures listed above, as well as existing regulations, would reduce potential impacts associated with biological resources for Impacts BIO-1, BIO-2, BIO-4, and BIO-6 to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to biological resources would occur.

5.4.13 REFERENCES

California Department of Fish and Wildlife. (April 2019). *California Regional Conservation Plans*. Retrieved September 27, 2024, from <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=68626&inline>

City of Perris. (July 2005). *General Plan Conservation Element*. Retrieved September 27, 2024, from <https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000>

ELMT Consulting. (January 2025a). *Harvest Landing Retail Center & Business Park Project Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis*. (**EIR Appendix D**)

ELMT Consulting. (January 2025b). *Harvest Landing Retail Center & Business Park Project Delineation of State and Federal Jurisdictional Waters*. (**EIR Appendix F**)

ELMT Consulting. (January 2025c). *Harvest Landing Retail Center & Business Park Determination of Biologically Equivalent or Superior Preservation Report*. (**EIR Appendix G**)

ELMT Consulting. (October 2023). *Harvest Landing Retail Center & Business Park Project Burrowing Owl Focused Survey Report*. (**EIR Appendix E**)

RCA (Regional Conservation Authority). (September 2021). *MSHCP Mitigation Fee Implementation Manual*. Retrieved September 27, 2024, from <https://www.wrc-rca.org/wp-content/uploads/2021/09/MSHCP-Mitigation-Fee-Implementation-Manual-2021-Update.pdf>

Riverside County. (December 2015). *Multipurpose Open Space Element*. Retrieved September 27, 2024, from <https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-genplan-general-Plan-2017-elements-OCT17-Ch05-MOSE-120815.pdf>

5.5 Cultural Resources

5.5.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to cultural resources, which include built and subsurface historic and archaeological resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Phase I Cultural Resources Assessment for the Harvest Landing Retail Center & Business Park Project*, prepared by BFS Environmental Services, 19 July 2024, included as EIR Appendix H
- *Historical Resource Analysis Report for the Harvest Landing Retail Center & Business Park Project*, prepared by Urbana Preservation and Planning, March 2024, included as EIR Appendix I

In accordance with Public Resources Code Section 15120(d), certain information and communications that disclose the location of archaeological sites and sacred lands are allowed to be exempt from public disclosure.

5.5.2 REGULATORY SETTING

5.5.2.1 Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 established the National Register of Historic Places (National Register), which is the official register of designated historic places. The National Register is administered by the National Park Service, and includes listings of buildings, structures, sites, objects, and districts that possess historical, architectural, engineering, archaeological, or cultural significance at the national, state, or local level.

To be eligible for the National Register, a property must be significant under one or more of the following criteria per 36 Code of Federal Regulations Part 60:

- Properties that are associated with events that have made a significant contribution to the broad patterns of our history;
- Properties that are associated with the lives of persons significant in our past;
- Properties that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Properties that have yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the aforementioned criteria, an eligible property must also possess historic “integrity,” which is “the ability of a property to convey its significance.” The National Register criteria recognize seven qualities that define integrity: location, design, setting, materials, workmanship, feeling, and association.

Structures, sites, buildings, districts, and objects over 50 years of age can be listed in the National Register as significant historical resources. Properties under 50 years of age that are of exceptional importance or are contributors to a district can also be included in the National Register.

5.5.2.2 State Regulations

California Register of Historical Resources

Properties listed in or eligible for listing in the National Register are also eligible for listing in the California Register, and as such, are considered historical resources for CEQA purposes.

Eligibility for inclusion in the California Register is determined by applying the following criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. It is associated with the lives of persons important in California's past;
3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
4. It has yielded or is likely to yield information important in prehistory or history. The Register includes properties which are listed or have been formally determined to be eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest (PRC §5024.1).

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time has passed since a resource's period of significance to "obtain a scholarly perspective on the events or individuals associated with the resources" (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

California Health and Safety Code Section 7050.5

California Health and Safety Code Sections 7050.5(b) and (c) provide that if human remains are discovered, excavation or disturbance in the vicinity of human remains shall cease until the County Coroner is contacted and has reviewed the remains. If the Coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, the Coroner is required to contact the California Native American Heritage Commission (NAHC) by telephone within 24 hours.

Public Resources Code Section 5097.98

Public Resources Code Section 5097.98 provides guidance on the appropriate handling of Native American remains. Once the NAHC receives notification from the Coroner of a discovery of Native American human remains, the NAHC is required to notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code Section 5097.98(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

CEQA Guidelines Section 15064.5

Section 15064.5 of the CEQA Guidelines provides criteria for determining the significance of impacts to archaeological and historical resources. The section provides the definition of historical resources, and how to analyze impacts to resources that are designated or eligible for designation as a historical resource. Section 15064.5 additionally provides provisions for the accidental discovery or recognition of human remains in any location other than a dedicated cemetery.

5.5.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan Conservation Element contains the following policies related to cultural resources that are applicable to the Project:

- Policy IV.A.1** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earlier environmental document prepared for a project.
- Policy IV.A.2** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.
- Policy IV.A.3** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- Policy IV.A.5** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- Policy IV.A.6** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- Policy IV.A.7** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

5.5.3 ENVIRONMENTAL SETTING

Historical Setting

Euro-American development in San Bernardino County began in the 1800s due to immigration from the Midwest and East Coast of the United States and from Mexico. In the late 18th century, the San Gabriel, San Juan Capistrano, and San Luis Rey missions began colonizing Southern California and gradually expanded their use to the Inland Empire, and western Riverside County, for raising grain and cattle to support the missions. In 1869, with the development of the transcontinental railroad, land speculators, developers, and colonists began to invest in Southern California. The first colony in present-day Riverside County was the City of Riverside, where Judge John Wesley North founded Riverside on part of the Jurupa Rancho. In May 1893, voters living within portion of San Bernardino County and San Diego County approved the formation of Riverside County.

In 1881, the California Southern Railroad laid tracks for the Santa Fe Railway transcontinental route through the plains west of Perris. Frederick Thomas Perris, for whom the City of Perris would be named, led the surveying and construction of the railroad route. The railroad was completed in 1882, which brought hundreds of settlers to the area looking to homestead, largely in Pinacate to the south. In 1885, the citizens of Pinacate gathered together to create a more conveniently located station along the railroad route, and in 1886, the town site of Perris was established. In 1911, Perris became an incorporated city, relying heavily upon dry grain farming and citrus groves. In addition to agriculture, the area was also influenced by the development of March Field, which was established on March 1, 1918, as the Alessandro Flying Training Field after the United States entered World War I. Although Perris remained largely agricultural throughout the twentieth century, in recent years, the City has seen a growth in residential and industrial development.

Archaeological Setting

The Phase I Cultural Resources Assessment details that the prehistoric setting begins with the Paleo Indian Period (11,500 to circa 9,000 years ago) (EIR Appendix H). Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. Brownware and buffware pottery vessels started to diffuse across the Southern California deserts. The shift in material culture assemblages is largely attributed to the emergence of Shoshonean (Takic-speaking) people who entered California from the east.

Sedentism continued to intensify through the Protohistoric Period (410 to 180 years ago). Ceramic technology appeared in the region during the Protohistoric Period, which ended with the beginning of Spanish settlement in 1769.

The Project site is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla meet. The Phase I Cultural Resources Assessment identified 24 prehistoric resources within one mile of the Project site. These prehistoric resources include 20 bedrock milling sites, one habitation site with pictographs, two pictograph sites, and one isolate (EIR Appendix H).

Project Site

The Phase I Cultural Resources Assessment details that as early as 1901, at least three structures were developed on the Project site. By 1938, a farm/dairy complex was located at the northeastern corner of Orange Avenue and Indian Avenue; one rural residential property was located just southeast of the intersection Orange Avenue and Indian Avenue; and one rural residential property was located just north of Orange Avenue and west of Indian Avenue. By 1959, the residential property located just north of Orange Avenue and west of Indian Avenue was removed and construction on Val Verde Elementary School began. By 1967, one new residence was developed at the northwest corner of Orange Avenue and Indian Avenue and two residences at southwest corner. By 1978, an additional residence had been constructed southwest of the intersection Orange Avenue and Indian Avenue. Between 1985 and 1997, the rural residential property located just southeast of the intersection Orange Avenue and Indian Avenue was removed, and the farm/dairy complex at the northeastern corner of Orange Avenue and Indian Avenue was removed by 2000 (EIR Appendix H).

Currently, the Project site contains multiple buildings at Val Verde Elementary School, remnants of two previously demolished residential structures (2334 Indian Avenue and 2364 Indian Avenue), and two residential structures (2304 Indian Avenue and 2411 Indian Avenue) that are older than 50 years. At the time of issuance of the Notice of Preparation, three residences existed within the Specific Plan Area. The third residential structure (2334 Indian Avenue) was demolished in October 2024 due to safety reasons. In addition, the foundational remains of the former agricultural complex are located at the southeast corner of Orange Avenue and Indian Avenue (EIR Appendix I).

5.5.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- CUL-1 Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5.
- CUL-2 Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.
- CUL-3 Disturb any human remains, including those interred outside of dedicated cemeteries.

Historical Resource Thresholds

Historical resources are usually 50 years old or older and must meet at least one of the criteria for listing in the California Register (such as association with historical events, important people, or architectural significance), in addition to maintaining a sufficient level of physical integrity (CEQA Guidelines Section 15064.5[a][3]). Additionally, CEQA Guidelines Section 15064.5(b), states that a project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that would have a significant effect on the environment. A substantial adverse change in the significance of a historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource is materially impaired when a project:

- a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
- b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- c) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

5.5.5 METHODOLOGY

The cultural resources analysis is based on the Phase I Cultural Resources Assessment and a Historical Resource Analysis Report and contains information that was compiled through field reconnaissance, record searches, and reference materials. These studies are included as EIR Appendix H and I, respectively.

Archaeological Records Search. An archaeological and historical records search was completed at the Eastern Information Center, located at University of California Riverside on December 18, 2023. This search

included the Project site with an additional 1-mile buffer. The Eastern Information Center search also included a standard review of the National Register of Historic Places and the Office of Historic Preservation Historic Property Directory. Land patent records, held by the Bureau of Land Management (BLM) and accessible through the BLM General Land Office website, County of Riverside Robert J. Fitch Archives records, Riverside County Assessor's data, and Riverside County Transportation and Land Management Agency records were also reviewed for pertinent Project information.

Archaeological Field Survey. An intensive pedestrian reconnaissance survey was conducted that included a series of parallel survey transects spaced at 10-meter intervals. The survey of the Project site was conducted on December 5, 2023. The entire Specific Plan Area was covered by the survey process and photographs were taken to document Project conditions during the survey.

Historic Research. Contextual and property specific historical research included a review of Riverside County regional newspapers; biographical and genealogical research on the property and past owners; review of maps, aerials, and imagery; and review of building permits and other land records for the Specific Plan Area from the City of Perris and Riverside County.

Historic Field Survey. A survey of the Specific Plan Area was conducted in December 2023. The survey included observation and capturing photographs of all buildings and structures within the Specific Plan Area in order to identify the architectural styles and character-defining features present, building alternations, and development patterns associated with the Specific Plan Area.

5.5.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a project-specific level within this section.

IMPACT CUL-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A HISTORICAL RESOURCE PURSUANT TO § 15064.5.

Specific Plan Area

Less than Significant Impact. As described previously, the Specific Plan Area includes two single family residences, remnants of two previously demolished residential structures, and Val Verde Elementary School, which are over 50 years in age and considered historic-era structures. At the time of the historic field survey, three single-family residences, remnants of one previously demolished residential structure, and Val Verde Elementary School existed on-site. Therefore, all three single-family residences have been evaluated within this analysis. As such, an evaluation of the structures was prepared to identify whether the buildings meet the definition of a historical resource under the California Register and pursuant to Section 15064.5 of the CEQA Guidelines.

Val Verde Elementary School – 2656 Indian Avenue

Val Verde Elementary School was constructed beginning in 1959 as an open-air elementary school campus and originally contained six detached buildings. Currently, the property contains ten detached buildings: four that date to the original construction in 1959 to 1960 in the style of mid-century school buildings, four ancillary buildings that were constructed between 1985 and 1997, and two buildings that were constructed between 2002 and 2005. There have been numerous changes to the property as the school campus has continued to expand and be modified. Buildings A, B, C, and D date to the original campus and have been modified extensively since their original construction in 1967.

As discussed in the Historical Resource Analysis, Val Verde Elementary School was constructed in response to the rising population in the City of Perris but is not a significant representation of this era; therefore, Val Verde Elementary School is not considered eligible under California Register Criterion 1. The historic-aged structures in Val Verde Elementary School are not strongly associated with the lives of persons important to the City of Perris, California, or national history and are, therefore, not eligible under California Register Criterion 2. The four historic-era buildings on-site feature a flat roof, wide roof overhang, ribbon windows, low rectangular form, and easy access to the exterior campus. While this type of design represents a specific moment in educational building design, the property is a poor representation of this style. Due to the many additions to the campus, large addition to one of the original buildings, and the common nature of the design, Val Verde School is not considered eligible under California Register Criterion 3. Finally, research and analysis of the property has not yielded, nor does it appear to have the potential to yield, further information that could be considered important in local, regional, State, or national history and the property is not eligible under California Register Criterion 4 (EIR Appendix I). Therefore, Val Verde Elementary School does not meet the criteria for listing in the California Register and does not meet the definition of a historical resource pursuant to CEQA Guidelines.

¹ The Phase 2 buildout square footage of 4,007,955 SF was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 SF. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 SF was assumed.

2411 Indian Avenue

The 2411 Indian Avenue property features a one-story ranch style residence and detached garage. The home was constructed in 1967 by or for original owners August and Edith Joan (Rinaldi) DiPietro, who owned the property from 1967 to 1987. Since then, the property has changed ownership multiple times. Noted changes to the property include installation of rounded driveways at the front and rear of the home and trees around the perimeter of the property between 1967 and 1978; construction of a detached garage west of the residence by 2003; construction of a 5-foot-high block wall; and construction of a new attached carport at the rear of the residence. Between 2014 and 2016, an addition was added to the detached garage. Further, most of the windows appear to be replacement units in contemporary vinyl.

As discussed in the Historical Resource Analysis, the property is not representative of the agricultural history of the City of Perris or the following recreational or industrial era that followed and is not eligible under California Register Criterion 1. The 2411 Indian Avenue property is most closely associated with August DiPietro and Edith J. DiPietro, who owned the property between 1967 and 1984. The DiPietros lived in the Perris area for many years, beginning in 1952. They owned the A&J Ranch near Perris for 25 years and the A&J Market for five. While they are the longest owners of the 2411 Indian Avenue property, the residence is not strongly associated with their life in Perris. The couple retired in 1978. The couple's contributions to the community are not strongly associated with the subject property. Further, the DiPietro family does not appear to rise to the level of importance within local or State history to be eligible under California Register Criterion 2. The 2411 Indian Avenue property was constructed in the simple Ranch style, which was common in the post-WWII era and into the 1960s. The property is not an exceptional representation of this style and was not associated with a master architect. Therefore, the property is not eligible for listing under Criterion 3. Finally, research and analysis of the property has not yielded, nor does it appear to have the potential to yield, further information that could be considered important in local, regional, State, or national history and the property is not eligible under California Register Criterion 4 (EIR Appendix I). Therefore, the property does not meet the criteria for listing in the California Register and does not meet the definition of a historical resource pursuant to CEQA Guidelines.

2364 Indian Avenue

The 2364 Indian Avenue property currently features remnants of a demolished single-family residence and associated agricultural operation. The home was constructed in 1966 by Marie and John (Jean) Coudures Sr. and remained in the family until 2020. The home was previously a one-story ranch house with a side Dutch gable roof. Between 2020 and 2021, the roof of the residence was partially removed and by 2023 the home was demolished. All that remains are portions of the foundation, concrete pads, and the brick and concrete block chimney and fireplace.

As discussed in the Historical Resource Analysis, the property is not representative of the agricultural history of the City of Perris or the following recreational or industrial era that followed and is not eligible under California Register Criterion 1. The 2364 Indian Avenue property is most closely associated with the Coudures Family. The property was owned by the family from construction in 1966 to 2020. Marie and John Coudures owned the residence from 1966 to 1978, when the property passed to their son John Coudures Jr. who owned the residence until 1995. At that time, the property passed to a family trust. Marie and John Coudures Sr. began farming in the Perris Valley in the 1920s. At one point they were farming approximately 15,000 acres. Coudures Sr. played a key role in the formation of the Eastern Municipal Water District. The Coudures Family is considered one of the pioneer families in Perris. However, the residence at 2364 Indian Avenue is no longer extant. As such, it cannot be considered eligible under California Register Criterion 2. The 2364 Indian Avenue property was constructed in the simple Ranch style, which was common in the post-WWII era and into the 1960s. The property is not an exceptional representation of this style and was not associated with a master architect. Therefore, the property is not eligible for listing under Criterion 3. Finally, research and analysis of the property has not yielded, nor does it appear to have the potential to yield,

further information that could be considered important in local, regional, State, or national history and the property is not eligible under California Register Criterion 4 (EIR Appendix I). Therefore, the property does not meet the criteria for listing in the California Register and does not meet the definition of a historical resource pursuant to CEQA Guidelines.

2334 Indian Avenue

The 2334 Indian Avenue property currently features remnants of a demolished single-family residence. The property was originally constructed in 1966 by Frank and Marcelle Marie Arrateig. The home remained in the family until 2004 when it was sold to Katherin Murphy. Since 2004 it has changed hands multiple times. The home was previously a one-story ranch house with an attached garage with a wide rectangular form and an asymmetrically composed front façade atop a concrete foundation. In 1998, the residence was reroofed from shake shingles to a tile roof. In 2002, a small ancillary structure was added to the north end of the property and 2023, a permit was issued for the demolition of a vertical structure at the property. Prior to demolition, most of the original windows had been replaced, however, some original aluminum frame windows remained.

As discussed in the Historical Resource Analysis, the property is not representative of the agricultural history of the City of Perris or the following recreational or industrial era that followed and is not eligible under California Register Criterion 1. The 2334 Indian Avenue property is most closely associated with the Arrateig Family. Marcelle and Frank Arrateig were the original owners of the property. They purchased it after their retirement in 1965. Frank occupied the home for one year before passing away in 1967. Marcelle Arrateig occupied the residence until 1985. The property then passed to her son, Pierre Arrateig and his wife Lynn. Neither couple rises to the necessary level of local or State importance; as such, the property is not considered eligible under California Register Criterion 2. The 2334 Indian Avenue property was constructed in the simple Ranch style, which was common in the post-WWII era and into the 1960s. The property is not an exceptional representation of this style and was not associated with a master architect. Therefore, the property is not eligible for listing under Criterion 3. Finally, research and analysis of the property has not yielded, nor does it appear to have the potential to yield, further information that could be considered important in local, regional, State, or national history and the property is not eligible under California Register Criterion 4 (EIR Appendix I). Therefore, the property does not meet the criteria for listing in the California Register and does not meet the definition of a historical resource pursuant to CEQA Guidelines.

2304 Indian Avenue

The 2304 Indian Avenue property features a one-story ranch house with an attached garage. The home was constructed in 1969 for original owners Leona Susan (Thommes) (Curtis) and Grayson (Red) Don Reed. The property remained in the family until 2022. Noted changes to the property include the addition of two corrugated metal ancillary buildings in 1978 and installation of tile roofing in 1998. Further, most of the windows appear to be replacement units in contemporary vinyl.

As discussed in the Historical Resource Analysis, the property is not representative of the agricultural history of the City of Perris or the following recreational or industrial era that followed and is not eligible under California Register Criterion 1. The 2304 Indian Avenue property is most closely associated with the Reed family. Leona Susan (Thommes) (Curtis) and Grayson (Red) Don Reed owned the property between 1969 and 1990, with Leona Reed maintaining ownership after her husband's death until 2004. Grayson Reed was employed as a truck driver for 28 years with Citizen's Transportation. He was a Gold Card Member of Professional Rodeo Association. He was also instrumental in establishing the Equestrian Center at Lake Perris, California. The Reeds do not rise to the necessary level of local or State significance; as such, the property is not considered eligible under California Register Criterion 2. The 2304 Indian Avenue property was constructed in the simple Ranch style, which was common in the post-WWII era and into the 1960s. The property is not an exceptional representation of this style and was not associated with a master architect.

Therefore, the property is not eligible for listing under Criterion 3. Finally, research and analysis of the property has not yielded, nor does it appear to have the potential to yield, further information that could be considered important in local, regional, State, or national history and the property is not eligible under California Register Criterion 4 (EIR Appendix I). Therefore, the property does not meet the criteria for listing in the California Register and does not meet the definition of a historical resource pursuant to CEQA Guidelines.

Therefore, none of the existing buildings within the Specific Plan Area meet any of the historic resource criteria and do not meet the definition of a historical resource pursuant to CEQA or the City of Perris. Thus, potential impacts related to historic resources would be less than significant.

IMPACT CUL-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF AN ARCHAEOLOGICAL RESOURCE PURSUANT TO § 15064.5.

Less than Significant with Mitigation Incorporated.

Phase 1 Development

The Phase I site is a mostly undeveloped, largely vacant site that was previously cleared and disked for weed abatement with some single-family residences. The Cultural Resources Study, included as EIR Appendix H, prepared for the Project included an archaeological records search that was completed at the University of California, Riverside, Eastern Information Center. All pertinent data was researched, including previous studies for a one-mile radius surrounding the Project site and the identification of recorded resources within one mile. In addition, the research included review of the current listings (federal, State, and local) for evaluating resources and reviewed historic maps.

The records search indicated that 45 cultural resources have been recorded within 1 mile of the Project area, one of which was recorded to be within the Project site. The resource on-site was a former Camp Haan barrack that had been relocated to the farm complex at the northeastern corner of Orange Avenue and Indian Avenue sometime between 1945 and 1952 and was completely removed from the property by 2000 (EIR Appendix H). The Project site survey did not identify archaeological resources. However, due to the number of previously identified resources within 1 mile of the Project site, there is a potential for previously unknown archaeological resources to be within site soils and could be impacted during construction. Therefore, Mitigation Measure CUL-1 has been included to require a qualified professional archeologist to monitor the initial ground-disturbing activities at both the Project site and any off-site Project-related improvement areas for the identification and treatment of any previously unknown archaeological and/or cultural resources. Mitigation Measure CUL-1 also requires the Project proponent/developer to also enter into an agreement with a local Native American tribe to work along with the Project archaeologist. With implementation of Mitigation Measure CUL-1 potential impacts to cultural resources within the Phase I development would be reduced to a less-than-significant level.

Phase 2 Buildout

As described previously, due to the number of previously recorded prehistoric and historical archaeological sites have been identified within 1-mile of the Project site. Therefore, the Phase 2 areas is also sensitive to archaeological resources, and it is possible that future ground-disturbing construction activities in Phase 2 could impact archaeological resources. As such, Mitigation Measure CUL-1 would also require monitoring for all developments within the Phase 2 area to reduce potential archeological impacts to a less-than-significant level.

IMPACT CUL-3: THE PROJECT WOULD NOT DISURB HUMAN REAMINS, INCLUDING THOSE INTERRED OUTSIDE OF DEDICATED CEMETERIES.*Specific Plan Area*

Less than Significant with Mitigation Incorporated. The Specific Plan area has not been previously used as a cemetery based on the historical background of the site provided in the Cultural Resources Study (EIR Appendix H). Thus, human remains are not anticipated to be uncovered during Project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98, mandate the process to be followed in the event of an accidental discovery of any human remains and have been incorporated as Mitigation Measure CUL-2. Specifically, California Health and Safety Code Section 7050.5 requires that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death, and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC. Compliance with existing law would ensure that significant impacts to human remains would not occur. Therefore, with compliance with Mitigation Measure CUL-2 and existing regulations, potential impacts from development of the Specific Plan on human remains would be less than significant.

5.5.7 CUMULATIVE IMPACTS

The cumulative study area for cultural resources includes Riverside County due to the regional context of historic and archaeological remains.

Historic Resources: The Project's contribution to cumulative impacts to historical resources was analyzed in context with past projects in Riverside County that were once similarly influenced by the historical agricultural industry in the region. Record searches and field surveys determined the absence of historical resources within or adjacent to the Project site. Therefore, Project implementation would have no potential to contribute towards a significant cumulative impact to historical sites and/or resources, and cumulatively considerable impacts would not occur.

Archaeological Resources: The Project's impact to prehistoric archaeological resources was analyzed in the context of the Perris region of Riverside County, which is identified as sensitive for archaeological resources. Construction activities within the Project site – as with other development projects in the region – may uncover subsurface prehistoric archaeological resource that meet the CCR § 15064.5 definition. However, Mitigation Measure CUL-1 has been included to reduce the potential of the Project to result in an impact to an archaeological resource that could contribute to a significant cumulative impact. Thus, with mitigation, the Project would result in a less-than-significant cumulatively considerable impact.

Disturbance of Human Remains: Mandatory compliance with the provisions of California Health and Safety Code § 7050.5, Public Resources Code § 5097 et seq., and CEQA Guidelines Section 15064.5 included as Mitigation Measure CUL-2, would assure that the Project, in addition to all development projects, treat human remains that may be uncovered during development activities in accordance with prescribed, respectful, and appropriate practices, thereby avoiding significant cumulative impacts.

5.5.8 EXISTING REGULATIONS

- California Health and Safety Code Section 7050.5
- Public Resources Code Section 5097.98

5.5.9 PROJECT DESIGN FEATURES

None.

5.5.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation, the following would be **potentially significant**:

- Impact CUL-2: Earth-moving construction activities could impact archaeological resources.
- Impact CUL-3: Implementation of the Project would not disturb human remains.

The following would result in **less-than-significant impacts**:

- Impact CUL-1: Implementation of the Project would not impact a historical resource.

5.5.11 MITIGATION MEASURES

Mitigation Measure CUL-1: Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred).

The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the Project archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the Project site or within the off-site Project improvement areas until the Project archaeologist has been approved by the City.

The Project archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the Project proponent/developer, property owner, and the City of Perris in a timely manner. The Project archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources.

The Project proponent/developer shall also enter into an agreement with either the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Rincon Band of Luiseño Indians, or the Agua Caliente Band of Cahuilla Indians for a tribal representative (observer/monitor) to work along with the Project archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The tribal representative shall be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The tribal representative should be on-site any time the Project archaeologist is required to be on-site. Working with the Project archaeologist, the tribal representative shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going.

The agreement between the proponent/developer and the tribe shall include, but not be limited to:

- An agreement that artifacts will be reburied on-site and in an area of permanent protection;
- Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist;
- Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and
- The Project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation.

The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure.

In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the Project archaeologist.

If any Native American artifacts are identified when the tribal representative is not present, all reasonable measures will be taken to protect the resource(s) in situ and the City Planning Division and tribal representative will be notified. The designated tribal representative will be given ample time to examine the find. If the find is determined to be of sacred or religious value, the tribal representative will work with the City and Project archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaken in a manner that avoids destruction or other adverse impacts.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner.

Once grading activities have ceased and/or the Project archaeologist, in consultation with the designated tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division.

A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the South Coastal Information Center, and the tribe(s) involved with the Project.

Mitigation Measure CUL-2: Human Remains. In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site Project improvement areas during ground-disturbing activities, the construction contractors, Project archaeologist, and/or designated tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the

coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98(e) and 5097.94(k)).

The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the Project archaeologist in conjunction with the various stakeholders and a report of findings will be filed with the South Coastal Information Center.

5.5.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

With implementation of Mitigation Measures CUL-1 and CUL-2, and compliance with regulatory requirements, potential Project impacts to cultural resources would be less than significant. No significant and unavoidable adverse impacts related to cultural resources would occur.

5.5.13 REFERENCES

BFSA Environmental Services. (2024). *Phase I Cultural Resources Survey for the Harvest Landing Retail Center & Business Park Project*. (EIR Appendix H)

City of Perris. (2005a). *City of Perris General Plan 2030*. Retrieved July 28, 2023, from <https://www.cityofperris.org/departments/development-services/general-plan>.

City of Perris. (2005b). *Environmental Impact Report, City of Perris General Plan 2030*. Retrieved July 28, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

Urbana Preservation and Planning. (2024). *Historical Resource Analysis Report Harvest Landing Retail Center & Business Park Project*. (EIR Appendix I)

5.6 Energy

5.6.1 INTRODUCTION

This section of the Draft EIR assesses the significance of the use of energy, including electricity, natural gas and gasoline, and diesel fuels, that would result from implementation of the proposed Project. It discusses existing energy use patterns and examines whether the proposed Project (including development and operation) would result in the consumption of large amounts of fuel or energy or use such resources in a wasteful manner.

Refer to Section 5.8, *Greenhouse Gas Emissions*, for a discussion of the relationship between energy consumption and greenhouse gas (GHG) emissions, and Section 5.18, *Utilities and Service Systems*, for a discussion of water consumption. This section includes data from the following City documents and technical studies prepared for the proposed Project that are included in appendix to this Draft EIR:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Harvest Landing Specific Plan Energy Analysis*, prepared by Urban Crossroads, April 2025, included as EIR Appendix J.

5.6.2 REGULATORY SETTING

5.6.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.6.2.2 State Regulations

California Code of Regulations (CCR) Title 13, Motor Vehicles, Section 2449(d)(3)

No vehicle or engines subject to this regulation may idle for more than 5 consecutive minutes. The idling limit does not apply to:

- Idling when queuing,
- Idling to verify that the vehicle is in safe operating condition,
- Idling for testing, servicing, repairing or diagnostic purposes,
- Idling necessary to accomplish work for which the vehicle was designed (such as operating a crane),
- Idling required to bring the machine system to operating temperature, and
- Idling necessary to ensure safe operation of the vehicle.

Assembly Bill 1279

Assembly Bill (AB) 1279 requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels and directs the California Air Resources Board (CARB) to work with relevant state agencies to achieve these goals.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations (CCR) Title 24 Part 6: California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. CCR Title 24 Part 11: California Green Building Standards (CALGreen) was first published in 2008 and took effect in 2009. CALGreen is updated on a regular basis, with the most recent approved update consisting of the 2022 California Green Building Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that reduce air quality emissions and are applicable to the proposed Project include, but are not limited to, the following:

Nonresidential Mandatory Measures

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).
- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106.5.3.3 (5.106.5.3). Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty EV supply equipment for warehouses, grocery stores, and retail stores.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Table 5.106.8 (5.106.8).
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1, 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Excavated soil and land clearing debris. 100% of trees, stumps, rocks and associated vegetation and soils resulting primarily from land clearing shall be reuse or recycled. For a phased project, such material may be stockpiled on site until the storage site is developed (5.408.3).

- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combine flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance (MWELO), whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is project to consume more than 1,000 gallons per day (GPD) (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).
- Commissioning. For new buildings 10,000 square feet and over, building commissioning shall be included in the design and construction processes of the building project to verify that the building systems and components meet the owner's or owner representative's project requirements (5.410.2).

The 2022 CALGreen Building Standards Code has been adopted by the City of Perris Municipal Code Section 16.08.050.

5.6.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 Conservation Element contains the following policies related to energy that are applicable to the Project:

- Policy VIII.B.** Initiate and maintain incentive programs to encourage and reward developments that employ energy and resource conservation and green building practices similar to the City's current recycling program.

- Policy VIII.C** Adopt and maintain development regulations which encourage increased energy efficiency in buildings, and the design of durable buildings that are efficient and economical to own and operate. Encourage green building development by establishing density bonuses, expedited permitting, and possible tax deduction incentives to be made available for developers who meet LEED building standards for new and refurbished developments (U.S. Green Building Council's Leadership in Energy and Environmental Design green building programs).
- Measure VIII.C.3** Encourage the design and construction of durable buildings that are efficient and economical to own and operate.
- Measure VIII.C.4** Review new development projects for compliance with the design guidelines contained within the Sustainable Community section through Conditions of Approval and a finding that the project conforms to the General Plan.
- Measure IX.A.1** Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, car pool parking, and bus stop shelters.
- Measure IX.A.2** Install bicycle paths and create secure and accessible bicycle storage for visitors and occupants within new and refurbished commercial and industrial developments.
- Measure IX.A.5** The City shall require all new public and private development to include bike and walking paths wherever feasible.
- Measure X.C.1** Promote energy conservation by taking advantage of natural site features such as natural lighting and ventilation, sunlight, shade and topography during the site plan process.
- Measure X.C.2** When possible, locate driveways and parking on the east and north sides of buildings to reduce heat buildup during hot afternoons.
- Policy HC 6.1** Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to energy use that are applicable to future industrial developments within Phase 2 of the Specific Plan:

- Goal 1** **Protect the neighborhood characteristics of the urban, rural, and suburban communities.**
- Policy 1.1** Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Policy 2.1** Minimize the air quality impacts of trucks on sensitive receptors by:
- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.

- b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
- c) Providing ingress and egress for trucks away from sensitive receptors.
- d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
- e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
- f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
- g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
- h) Encouraging replacement of diesel fleets with new model vehicles.
- i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
- j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.

Policy 2.6 On site motorized operational equipment shall be ZE (Zero Emissions).

Policy 2.7 Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.

Policy 2.8 Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.

Policy 2.12 Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).

Policy 2.13 Post signs requiring to turn off truck engines when not in use.

Goal 7 **Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies**

Policy 7.5 Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

5.6.3 ENVIRONMENTAL SETTING

5.6.3.1 Electricity

The Southern California Edison Company (SCE) is the electrical purveyor in the City of Perris. SCE provides electricity service to more than 14 million people in a 50,000 square-mile area of central, coastal and Southern California. California utilities are experiencing increasing demands that require modernization of the electric distribution grid to, among other things, accommodate two-way flows of electricity and increase the grid's capacity. SCE is in the process of implementing infrastructure upgrades to ensure the ability to meet future demands. In addition, as described by the Edison International 2022 Annual Report, the SCE electrical grid modernization effort supports implementation of California requirements to achieve carbon neutrality by 2045. The state has set Renewables Portfolio Standards that require retail sellers of electricity to provide 60 percent of power from renewable resources by 2030. The state also requires sellers of electricity to deliver 100 percent of retail sales from carbon-free sources by 2045, including interim targets of 90 percent by 2035 and 95 percent by 2040. In 2023 approximately 49 percent of power that SCE delivered to customers came from carbon-free resources (SCE, 2023).

The Project site is adjacent to the electricity distribution system that exists within the roadways adjacent to the Project site.

5.6.3.2 Natural Gas

The Southern California Gas Company (SoCalGas) is the natural gas purveyor in the City of Perris and is the principal distributor of natural gas in Southern California. SoCalGas estimates that gas demand will decline at an annual rate of 0.7 percent from 2024 to 2040 due to Title 20 and 24 Codes and Standards and renewable energy goals that impact gas-fired electricity. The gas supply available to SoCalGas is regionally diverse and includes supplies from California sources (onshore and offshore), Southwestern U.S. supply sources, the Rocky Mountains, and Canada. SoCalGas designs its facilities and supplies to provide continuous service during extreme peak demands and has identified the ability to meet peak demands through 2040 (CGEU, 2024).

5.6.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- ENE-1 Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.
- ENE-2 Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.6.5 METHODOLOGY

A number of factors are considered when weighing whether a project would use a proportionately large amount of energy or whether the use of energy would be wasteful in comparison to other projects. Factors such as the use of onsite renewable energy features, energy conservation features or programs, and relative use of transit are considered.

According to Appendix F of the CEQA Guidelines, conserving energy is defined as decreasing overall per capita energy consumption, decreasing reliance on natural gas and oil, and increasing reliance on renewable energy sources. Neither Appendix F of the CEQA Guidelines nor Public Resources Code Section 21100(b)(3) offer a numerical threshold of significance that might be used to evaluate the potential significance of energy

consumption of a project. Rather, the emphasis is on reducing “the wasteful, inefficient, and unnecessary consumption of energy.”

Construction activities would result in wasteful, inefficient, or unnecessary use of energy if construction equipment is old or not well maintained, if equipment is left to idle when not in use, if travel routes are not planned to minimize vehicle miles traveled, or if excess lighting or water is used during construction activities. Energy usage during project operation would be considered “wasteful, inefficient, and unnecessary” if the project were to violate federal, state, and/or local energy standards, including Title 24 of the California Code of Regulations, inhibit pedestrian or bicycle mobility, inhibit access to transit, or inhibit feasible opportunities to use alternative energy sources, such as solar energy, or otherwise inhibit the conservation of energy.

5.6.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

IMPACT E-1: THE PROJECT WOULD NOT RESULT IN POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES, DURING PROJECT CONSTRUCTION OR OPERATION.

Specific Plan Buildout

Construction

Less than Significant Impact. During construction of the proposed Project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment, construction worker travel to and from the Specific Plan Area, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Construction activities related to the proposed Project and the associated infrastructure are not expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. The equipment used for Project construction would conform to CARB regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment. In addition, compliance with existing CARB idling restrictions and the use of newer engines and equipment would reduce fuel combustion and energy consumption and California emissions standards. Also, CCR Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*, limits idling times of construction vehicles to no more than 5 minutes. Section 2449(d)(3) requires that grading plans shall reference the requirement that a sign for idling shall be posted onsite. Enforcement of idling limitations is also realized through periodic site inspections conducted by City building officials. This would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment.

The energy analysis modeling for construction of the Project (included as EIR Appendix J) details that buildout of Phase 1 would require 468,195 kWh, buildout of Phase 2 would require 3,198,348 kWh, and the total construction buildout would utilize 3,666,543 kWh of electricity as detailed in Table 5.6-1.

Also, as shown in Table 5.6-2, construction of the proposed offsite improvements is estimated to require 10,151 gallons of diesel fuel. Table 5.6-3 shows that construction of Phase 1 would require 349,703 gallons of diesel fuel. Table 5.6-4 shows that construction of Phase 2 would require 449,621 gallons of diesel fuel and that buildout of the entire Project is estimated to result in the need for 809,474 gallons of diesel fuel.

These estimates are based on the conservative assumption that all of the construction equipment is used for 8 hours per day. In actuality most construction equipment is used for limited time periods, as needed, and not simultaneously. In addition, these estimates do not include fuel consumption reductions from implementation of air quality related mitigation measures. Mitigation Measure AQ-2 requires use of Tier 4 construction equipment over 50 horsepower (hp) and Mitigation Measure AQ-5 that requires use of newer haul trucks, which would further ensure that construction use of fuel would not be inefficient or wasteful.

Table 5.6-1: Estimated Construction Electricity Usage

Phase	Land Use	Project Construction Electricity Usage (kWh)
Phase 1 (2026 OY)	TUMF High Cube (Building 2, 6, and 7)	260,863
	Parcel Hub (Building 1)	69,609
	General Light Industrial (Building 3, 4, and 5)	42,901
	Medical Office Building	1,189
	Large Format Retail Anchor	36,104
	Shopping Center	41,030
	Supermarket	5,026
	Fast Casual Restaurant	1,931
	High-Turnover (Sit -Down) Restaurant	4,565
	Fast Food Restaurant w DT	2,377
	Coffee/Donut Shop w DT	389
	Gasoline/Service Station (12 VFP)	2,211
	Phase 1 Total Construction Electricity Usage	468,195
Phase 2 (2030 OY)	Industrial Park	2,920,435
	Industrial Park (Overlay)	277,913
PHASE 2 Total Construction Electricity Usage		3,198,348
(PHASES 1+2) Total Construction Electricity Usage		3,666,543

Source: EIR Appendix J

Table 5.6-2: Estimated Construction Equipment Fuel Consumption of Offsite Improvements

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
Linear Grading & Excavation	19	Crawler Tractors	87	1	0.43	299	307
		Excavators	36	3	0.38	328	337
		Graders	148	1	0.41	485	499
		Rollers	36	2	0.38	219	225
		Rubber Tired Loaders	150	1	0.36	432	444
		Scrapers	423	2	0.48	3,249	3,336
		Signal Boards	6	3	0.82	118	121
		Tractors/Loaders/Backhoes	84	2	0.37	497	511
Linear Drainage, Utilities, & Sub-Grade	13	Air Compressors	37	1	0.48	142	100
		Generator Sets	14	1	0.74	83	58
		Graders	148	1	0.41	485	341
		Plate Compactors	8	1	0.43	28	19
		Pumps	11	1	0.74	65	46
		Rough Terrain Forklifts	96	1	0.4	307	216
		Scrapers	423	2	0.48	3,249	2,283
		Signal Boards	6	3	0.82	118	83
Tractors/Loaders/Backhoes	84	2	0.37	497	349		
Linear Paving	11	Pavers	81	1	0.42	272	162
		Paving Equipment	89	1	0.36	256	152
		Rollers	36	3	0.38	328	195
		Signal Boards	6	3	0.82	118	70
		Tractors/Loaders/Backhoes	84	2	0.37	497	296
Offsite Total Construction Diesel Fuel Demand							10,151

Source: EIR Appendix J

Table 5.6-3: Estimated Construction Equipment Fuel Consumption of Phase 1

Construction Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
Demolition/ Crushing	28	Rubber Tired Dozers	367	4	0.4	4,698	7,110
		Excavators	36	6	0.38	657	994
		Concrete/Industrial Saws	33	2	0.73	385	583
		Crushing/Proc. Equipment	12	2	0.85	163	247
Site Preparation	17	Rubber Tired Dozers	367	6	0.4	7,046	6,475
		Crawler Tractors	87	8	0.43	2,394	2,200
Grading	43	Graders	148	6	0.41	2,913	6,770
		Excavators	36	12	0.38	1,313	3,052
		Crawler Tractors	87	12	0.43	3,591	8,347
		Scrapers	423	12	0.48	19,492	45,305
		Rubber Tired Dozers	367	6	0.4	7,046	16,378
		Bore/Drill Rigs	83	1	0.5	332	772
Building Construction	212	Forklifts	82	18	0.2	2,362	27,063
		Generator Sets	14	6	0.74	497	5,699
		Cranes	367	6	0.29	5,109	58,542
		Welders	46	6	0.45	994	11,386
		Tractors/Loaders/Backhoes	84	18	0.37	4,476	51,287
Paving	212	Pavers	81	12	0.42	3,266	37,426
		Paving Equipment	89	12	0.36	3,076	35,247
		Rollers	36	12	0.38	1,313	15,049
Architectural Coating	212	Air Compressors	37	6	0.48	852	9,769
Phase 1 Total Construction Fuel Demand (Gallons Diesel Fuel)							349,703

Source: EIR Appendix J

Table 5.6-4: Estimated Construction Equipment Fuel Consumption of Phase 2

Activity	Duration (Days)	Equipment	HP Rating	Quantity	Load Factor	HP-hrs/day	Fuel Consumption (gallons)
Demolition	200	Concrete/Industrial Saws	33	2	0.73	385	4,167
		Excavators	36	6	0.38	657	7,099
		Rubber Tired Dozers	367	4	0.4	4,698	50,785
Site Preparation	120	Rubber Tired Dozers	367	6	0.4	7,046	45,706
		Crawler Tractors	87	8	0.43	2,394	15,530
Grading	310	Excavators	36	4	0.38	438	7,335
		Graders	148	2	0.41	971	16,269
		Rubber Tired Dozers	367	2	0.4	2,349	39,358
		Scrapers	423	4	0.48	6,497	108,873
		Crawler Tractors	87	4	0.43	1,197	20,060
Building Construction	416	Cranes	367	2	0.29	1,703	38,292
		Forklifts	82	6	0.2	787	17,701
		Generator Sets	14	2	0.74	166	3,727
		Tractors/Loaders/Backhoes	84	6	0.37	1,492	33,546
		Welders	46	2	0.45	331	7,448
Paving	220	Pavers	81	4	0.42	1,089	12,946
		Paving Equipment	89	4	0.36	1,025	12,193
		Rollers	36	4	0.38	438	5,206
Architectural Coating	220	Air Compressors	37	2	0.48	284	3,379
Phase 2 Construction Diesel Fuel Demand							449,621
Phase 1 + Phase 2 Total Construction Diesel Fuel Demand							588,593

Source: EIR Appendix J

Table 5.6-5 shows that construction workers with light-duty-auto vehicles (LDA) would utilize 361,809 gallons of fuel. Table 5.6-6 shows that construction workers with light-duty-trucks (LDT1) would utilize 179,810 gallons of fuel. Table 5.6-7 shows that construction workers with heavier light-duty-trucks (LDT2) would utilize 177,058 gallons of fuel and the total fuel used by construction workers would be approximately 718,678 gallons.

Table 5.6-8 shows that approximately 144,848 gallons of fuel would be used by vendors with medium-heavy duty trucks (MHD) and Table 5.6-9 shows that approximately 200,691 gallons of fuel would be used by vendors with heavy-heavy duty trucks (HHD). In addition, Table 5.6-10 shows that hauling trucks for construction of the Project is estimated to utilize 635,035 gallons of fuel.

Table 5.6-5: Estimated Construction Worker Fuel Consumption (Automobiles)

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Offsite 2026						
Linear, Grading & Excavation	19	19	18.5	6,679	33.43	200
Linear, Drainage, Utilities, & Sub-Grade	13	17	18.5	4,089	33.43	122
Linear, Paving	11	13	18.5	2,646	33.43	79
Phase 1						
2025						
Demolition/Crushing	28	18	18.5	9,324	32.49	287
Site Preparation	15	18	18.5	5,661	32.49	154
2026						
Site Preparation	2	18	18.5	666	33.43	20
Grading	43	62	18.5	49,321	33.43	1,475
Building Construction	212	435	18.5	1,706,070	33.43	51,028
Paving	212	45	18.5	176,490	33.43	5,279
Architectural Coating	212	87	18.5	341,214	33.43	10,206
Phase 2						
2026						
Demolition	4	15	18.5	1,110	33.43	33
2027						
Demolition	196	15	18.5	54,390	34.29	1,586
Site Preparation	65	18	18.5	21,645	34.29	631
2028						
Site Preparation	55	20	18.5	20,350	35.14	579
Grading	205	842	18.5	3,193,285	35.14	90,865
2029						
Grading	106	20	18.5	39,220	35.96	1,091
Building Construction	155	842	18.5	2,414,435	35.96	67,138
2030						
Building Construction	261	842	18.5	4,065,597	36.74	110,654
Paving	220	15	18.5	61,050	36.74	1,662
Architectural Coating	220	169	18.5	687,830	36.74	18,721
Total Construction Worker (LDA) Fuel Consumption						361,809

Source: EIR Appendix J

Table 5.6-6: Estimated Construction Worker Fuel Consumption Light Duty Trucks (LDT1)

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Offsite 2026						
Linear, Grading & Excavation	19	10	18.5	3,515	25.70	137
Linear, Drainage, Utilities, & Sub-Grade	13	9	18.5	2,165	25.70	84
Linear, Paving	11	7	18.5	1,425	25.70	55
Phase 1						
2025						
Demolition/Crushing	28	9	18.5	4,662	25.14	185
Site Preparation	15	9	18.5	2,831	25.14	99
2026						
Site Preparation	2	9	18.5	333	25.70	13
Grading	43	31	18.5	24,661	25.70	959
Building Construction	212	218	18.5	854,996	25.70	33,265
Paving	212	23	18.5	90,206	25.70	3,510
Architectural Coating	212	44	18.5	172,568	25.70	6,714
Phase 2						
2026						
Demolition	4	8	18.5	592	25.70	23
2027						
Demolition	196	8	18.5	29,008	26.22	1,106
Site Preparation	65	9	18.5	10,823	26.22	413
2028						
Site Preparation	55	9	18.5	9,158	26.76	342
Grading	205	10	18.5	37,925	26.76	1,417
2029						
Grading	106	10	18.5	19,610	27.31	718
Building Construction	155	421	18.5	1,207,218	27.31	44,203
2030						
Building Construction	261	421	18.5	2,032,799	27.86	72,977
Paving	220	8	18.5	32,560	27.86	1,169
Architectural Coating	220	85	18.5	345,950	27.86	12,420
Total Construction Worker (LDT1) Fuel Consumption						179,810

Source: EIR Appendix J

Table 5.6-7: Estimated Construction Worker Fuel Consumption Light Duty Trucks (LDT2)

Construction Activity	Duration (Days)	Worker Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Offsite 2026						
Linear, Grading & Excavation	19	10	18.5	3,515	26.01	135
Linear, Drainage, Utilities, & Sub-Grade	13	9	18.5	2,165	26.01	83
Linear, Paving	11	7	18.5	1,425	26.01	55
Phase 1						
2025						
Demolition/Crushing	28	9	18.5	4,662	25.29	184
Site Preparation	15	9	18.5	2,831	25.29	99
2026						
Site Preparation	2	9	18.5	333	26.01	13
Grading	43	31	18.5	24,661	26.01	948
Building Construction	212	218	18.5	854,996	26.01	32,874
Paving	212	23	18.5	90,206	26.01	3,468
Architectural Coating	212	44	18.5	172,568	26.01	6,635
Phase 2						
2026						
Demolition	4	8	18.5	592	26.01	23
2027						
Demolition	196	8	18.5	29,008	26.63	1,089
Site Preparation	65	9	18.5	10,823	26.63	406
2028						
Site Preparation	55	9	18.5	9,158	27.23	336
Grading	205	10	18.5	37,925	27.23	1,393
2029						
Grading	106	10	18.5	19,610	27.79	706
Building Construction	155	421	18.5	1,207,218	27.79	43,439
2030						
Building Construction	261	421	18.5	2,032,799	28.31	71,802
Paving	220	8	18.5	32,560	28.31	1,150
Architectural Coating	220	85	18.5	345,950	28.31	12,220
Total Construction Worker (LDT2) Fuel Consumption						177,058
(All Vehicles) Total Construction Worker Fuel Consumption						718,678

Source: EIR Appendix J

Table 5.6-8: Estimated Construction Vendor MHD Fuel Consumption

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Offsite 2026						
Linear, Grading & Excavation	19	1	10.2	194	8.72	22
Phase 1						
2025						
Demolition/Crushing	28	17	10.2	4,855	8.60	565
Site Preparation	15	10	10.2	1,530	8.60	178
2026						
Site Preparation	2	10	10.2	204	8.72	23
Grading	43	26	10.2	11,404	8.72	1,307
Building Construction	212	126	10.2	272,462	8.72	31,228
Phase 2						
2026						
Demolition	4	63	10.2	2,570	8.72	295
2027						
Demolition	196	63	10.2	125,950	8.87	14,193
Site Preparation	65	38	10.2	25,194	8.87	2,839
2028						
Site Preparation	55	38	10.2	21,318	9.09	2,346
Grading	205	98	10.2	204,918	9.09	22,552
2029						
Grading	106	98	10.2	105,958	9.37	11,313
Building Construction	155	131	10.2	207,111	9.37	22,112
2030						
Building Construction	261	131	10.2	348,748	9.72	35,876
Total Construction Vendor (MHD) Fuel Consumption						144,848

Source: EIR Appendix J

Table 5.6-9: Estimated Construction Vendor HHD Fuel Consumption

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Offsite 2026						
Linear, Grading & Excavation	19	1	10.2	194	6.33	31
Phase 1						
2025						
Demolition/Crushing	28	17	10.2	4,855	6.22	781
Site Preparation	15	10	10.2	1,530	6.22	246
2026						
Site Preparation	2	10	10.2	204	6.33	32
Grading	43	26	10.2	11,404	6.33	1,803
Building Construction	173	126	10.2	272,462	6.33	43,070
Phase 2						
2026						
Demolition	4	63	10.2	2,570	6.33	406
2027						
Demolition	196	63	10.2	125,950	6.45	19,524
Site Preparation	65	38	10.2	25,194	6.45	3,906
2028						
Site Preparation	55	38	10.2	21,318	6.60	3,231
Grading	205	98	10.2	204,918	6.60	31,056
2029						
Grading	106	98	10.2	105,958	6.76	15,674
Building Construction	155	131	10.2	207,111	6.76	30,637
2030						
Building Construction	261	131	10.2	348,748	6.93	50,293
Total Construction Vendor (HHD) Fuel Consumption						200,691

Source: EIR Appendix J

Table 5.6-10: Estimated Construction Hauling Fuel Consumption

Construction Activity	Duration (Days)	Vendor Trips / Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Phase 1 2025						
Demolition/Crushing	28	25	25	17,500	6.22	2,815
2026						
Grading	43	1,134	20	975,240	6.33	154,164
Phase 2						
2026						
Demolition	4	25	25	2,500	6.33	395
2027						
Demolition	196	25	25	122,500	6.45	18,990
2028						
Grading	205	121	20	496,100	6.60	75,186
2029						
Grading	106	121	20	256,520	6.76	37,946
Total Construction Vendor (HHDT) Fuel Consumption						289,496
(Offsite + Phases 1-2) Total Construction Vendor /Hauling Fuel Consumption						635,035

Source: EIR Appendix J

Overall, construction activities would comply with all existing regulations and would therefore not be expected to use large amounts of energy or fuel in a wasteful manner. Thus, impacts related to construction energy usage would be less than significant.

Operation

Less than Significant Impact. Once operational, the proposed Project would generate demand for electricity, natural gas, as well as gasoline or diesel for motor vehicle trips. Trip generation rates from the Traffic Impact Analysis prepared for the proposed Project (see Appendix R of this EIR) were used to model fuel demands from operation of the Project.

The proposed Project analysis includes two scenarios (A and B) that have been evaluated to determine the potential maximum reasonable level of operational fuel needs that could occur based on different potential truck trip lengths. Scenario A is based on trip length recommendations from SCAQMD's WAIRE Program of 15.3 miles for 2-axle (LHDT1 and LHDT2), 14.2 miles for 3-axle (MHDT) trucks and 40 miles for 4+-axle (HHDT) trucks. Scenario B is based on trip lengths from Streetlight™ data collected for the Project vicinity that is 31 miles for LHDT and MHDT trucks and 71 miles for HHDT trucks.

Additionally, Phase 2 includes a 10.66-acre Overlay area. For purposes of a thorough and conservative analysis, Phase 2 is analyzed in a With Overlay Scenario and in a Without Overlay Scenario, as it is unknown at this time whether the Overlay area would be built out.

Scenario A With Overlay. As detailed in Table 5.6-11, under Scenario A, operation of Phase 1 would use approximately 3,508,599 gallons of vehicle fuel annually, and operation of Phase 2 with the Overlay would use approximately 3,405,287 gallons of vehicle fuel. Operation of the Project under Scenario A at buildout with the Overlay is estimated to annually use approximately 6,604,763 gallons of fuel.

Scenario A Without Overlay. In Scenario A, Phase 1 would use approximately 3,508,599 gallons of fuel annually; Phase 2 without the Overlay would use approximately 3,108,958 gallons of vehicle fuel annually; and operations during Specific Plan Buildout without the Overlay is estimated to use 6,308,434 gallons of vehicle fuel per year during operations, as shown in Table 5.6-12.

Scenario B with Overlay. As detailed in Table 5.6-13, under Scenario B, operation of Phase 1 would use approximately 4,084,551 gallons of vehicle fuel annually and operation of Phase 2 with the Overlay would use approximately 5,552,767 gallons of vehicle fuel. Operation of the Project under Scenario B at buildout with the Overlay is estimated to annually use approximately 9,275,507 gallons of vehicle fuel.

Scenario B Without Overlay. In Scenario B, Phase 1 would use approximately 4,084,551 gallons of vehicle fuel annually; Phase 2 without the Overlay would use approximately 4,084,551 gallons of vehicle fuel annually; and operations at Specific Plan Buildout without the Overlay are estimated to use 8,792,036 gallons of vehicle fuel per year during operations, as shown in Table 5.6-14.

Table 5.6-11: Estimated Annual Operational Vehicle Fuel Consumption - Scenario A - With Overlay

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
Phase 1 (2026 OY)	LDA	33.43	35,739,266	1,068,952
	LDT1	25.70	2,735,911	106,446
	LDT2	26.01	14,760,716	567,532
	MDV	20.88	11,401,610	546,062
	LHDT1	16.89	2,844,677	168,385
	LHDT2	16.01	810,997	50,664
	MHDT	8.72	1,839,212	210,798
	HHDT	6.33	4,197,388	663,515
	OBUS	6.71	37,003	5,512
	UBUS	4.56	23,760	5,216
	MCY	42.07	1,665,310	39,584
	SBUS	6.43	82,186	12,774
	MH	5.86	369,866	63,157
Phase 1 Fuel Consumption (All Vehicles)			76,507,902	3,508,599
Phase 2 (2030 OY)	LDA	36.74	14,167,010	385,586
	LDT1	27.86	992,499	35,631
	LDT2	28.31	6,277,916	221,747
	MDV	22.91	4,429,562	193,374
	LHDT1	18.91	3,710,095	196,235
	LHDT2	17.52	1,063,450	60,691
	MHDT	9.72	3,864,757	397,570
	HHDT	6.93	13,172,716	1,899,650
	MCY	42.56	630,046	14,804
Phase 2 Fuel Consumption (All Vehicles)			48,308,051	3,405,287
Project Buildout (2030 OY)	LDA	36.74	49,680,493	1,352,163
	LDT1	27.86	3,480,466	124,948
	LDT2	28.31	22,015,230	777,618
	MDV	22.91	15,533,456	678,117
	LHDT1	18.91	6,436,376	340,434
	LHDT2	17.52	1,844,903	105,289
	MHDT	9.72	5,755,477	592,070
	HHDT	6.93	17,425,590	2,512,961
	OBUS	7.42	34,857	4,696
	UBUS	8.73	22,928	2,627
	MCY	42.56	2,209,422	51,913
	SBUS	6.63	80,496	12,149
	MH	5.95	296,249	49,778
Project Buildout (Phases 1-2) Fuel Consumption (All Vehicles)			124,815,942	6,604,763

Source: EIR Appendix J

Table 5.6-12: Estimated Annual Operational Vehicle Fuel Consumption - Scenario A - Without Overlay

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
Phase 1 (2026 OY)	LDA	33.43	35,739,266	1,068,952
	LDT1	25.70	2,735,911	106,446
	LDT2	26.01	14,760,716	567,532
	MDV	20.88	11,401,610	546,062
	LHDT1	16.89	2,844,677	168,385
	LHDT2	16.01	810,997	50,664
	MHDT	8.72	1,839,212	210,798
	HHDT	6.33	4,197,388	663,515
	OBUS	6.71	37,003	5,512
	UBUS	4.56	23,760	5,216
	MCY	42.07	1,665,310	39,584
	SBUS	6.43	82,186	12,774
	MH	5.86	369,866	63,157
	Phase 1 Fuel Consumption (All Vehicles)		76,507,902	3,508,599
Phase 2 (2030 OY)	LDA	36.74	12,939,774	352,184
	LDT1	27.86	906,523	32,544
	LDT2	28.31	5,734,083	202,538
	MDV	22.91	4,045,845	176,622
	LHDT1	18.91	3,389,713	179,289
	LHDT2	17.52	971,617	55,450
	MHDT	9.72	3,529,233	363,054
	HHDT	6.93	12,022,349	1,733,754
	MCY	42.56	575,468	13,521
	Phase 2 Fuel Consumption (All Vehicles)		44,114,604	3,108,958
Project Buildout (2030 OY)	LDA	36.74	48,453,256	1,318,761
	LDT1	27.86	3,394,489	121,862
	LDT2	28.31	21,471,397	758,408
	MDV	22.91	15,149,739	661,366
	LHDT1	18.91	6,115,994	323,488
	LHDT2	17.52	1,753,069	100,048
	MHDT	9.72	5,419,954	557,554
	HHDT	6.93	16,275,223	2,347,065
	OBUS	7.42	34,857	4,696
	UBUS	8.73	22,928	2,627
	MCY	42.56	2,154,844	50,631
	SBUS	6.63	80,496	12,149
	MH	5.95	296,249	49,778
	Project Buildout (Phases 1-2) Fuel Consumption (All Vehicles)		120,622,495	6,308,434

Source: EIR Appendix J

Table 5.6-13: Estimated Annual Operational Vehicle Fuel Consumption - Scenario B - With Overlay

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
Phase 1 (2026 OY)	LDA	33.43	35,739,266	1,068,952
	LDT1	25.70	2,735,911	106,446
	LDT2	26.01	14,760,716	567,532
	MDV	20.88	11,401,610	546,062
	LHDT1	16.89	3,612,435	213,831
	LHDT2	16.01	1,029,880	64,338
	MHDT	8.72	2,628,700	301,284
	HHDT	6.33	6,894,452	1,089,862
	OBUS	6.71	37,003	5,512
	UBUS	4.56	23,760	5,216
	MCY	42.07	1,665,310	39,584
	SBUS	6.43	82,186	12,774
	MH	5.86	369,866	63,157
Phase 1 Fuel Consumption (All Vehicles)			80,981,094	4,084,551
Phase 2 (2030 OY)	LDA	36.74	14,167,010	385,586
	LDT1	27.86	992,499	35,631
	LDT2	28.31	6,277,916	221,747
	MDV	22.91	4,429,562	193,374
	LHDT1	18.91	6,829,475	361,226
	LHDT2	17.52	1,957,579	111,719
	MHDT	9.72	7,114,174	731,840
	HHDT	6.93	24,248,095	3,496,841
	MCY	42.56	630,046	14,804
Phase 2 Fuel Consumption (All Vehicles)			66,646,358	5,552,767
Project Buildout (2030 OY)	LDA	36.74	49,680,493	1,352,163
	LDT1	27.86	3,480,466	124,948
	LDT2	28.31	22,015,230	777,618
	MDV	22.91	15,533,456	678,117
	LHDT1	18.91	10,322,593	545,984
	LHDT2	17.52	2,958,836	168,861
	MHDT	9.72	9,794,383	1,007,554
	HHDT	6.93	31,198,033	4,499,098
	OBUS	7.42	34,857	4,696
	UBUS	8.73	22,928	2,627
	MCY	42.56	2,209,422	51,913
	SBUS	6.63	80,496	12,149
	MH	5.95	296,249	49,778
Project Buildout (Phases 1-2) Fuel Consumption (All Vehicles)			147,627,441	9,275,507

Source: EIR Appendix J

Table 5.6-14: Estimated Annual Operational Vehicle Fuel Consumption - Scenario B - Without Overlay

Phase	Vehicle Type	Average Vehicle Fuel Economy (mpg)	Annual Vehicle Miles Traveled	Estimated Annual Fuel Consumption (gallons)
Phase 1 (2026 OY)	LDA	33.43	35,739,266	1,068,952
	LDT1	25.70	2,735,911	106,446
	LDT2	26.01	14,760,716	567,532
	MDV	20.88	11,401,610	546,062
	LHDT1	16.89	3,612,435	213,831
	LHDT2	16.01	1,029,880	64,338
	MHDT	8.72	2,628,700	301,284
	HHDT	6.33	6,894,452	1,089,862
	OBUS	6.71	37,003	5,512
	UBUS	4.56	23,760	5,216
	MCY	42.07	1,665,310	39,584
	SBUS	6.43	82,186	12,774
	MH	5.86	369,866	63,157
Phase 1 Fuel Consumption (All Vehicles)			80,981,094	4,084,551
Phase 2 (2030 OY)	LDA	36.74	12,939,774	352,184
	LDT1	27.86	906,523	32,544
	LDT2	28.31	5,734,083	202,538
	MDV	22.91	4,045,845	176,622
	LHDT1	18.91	6,239,742	330,033
	LHDT2	17.52	1,788,540	102,072
	MHDT	9.72	6,496,569	668,306
	HHDT	6.93	22,130,592	3,191,474
	MCY	42.56	575,468	13,521
Phase 2 Fuel Consumption (All Vehicles)			60,857,136	5,069,295
Project Buildout (2030 OY)	LDA	36.74	48,453,256	1,318,761
	LDT1	27.86	3,394,489	121,862
	LDT2	28.31	21,471,397	758,408
	MDV	22.91	15,149,739	661,366
	LHDT1	18.91	9,732,860	514,792
	LHDT2	17.52	2,789,796	159,214
	MHDT	9.72	9,176,778	944,021
	HHDT	6.93	29,080,530	4,193,731
	OBUS	7.42	34,857	4,696
	UBUS	8.73	22,928	2,627
	MCY	42.56	2,154,844	50,631
	SBUS	6.63	80,496	12,149
	MH	5.95	296,249	49,778
Project Buildout (Phases 1-2) Fuel Consumption (All Vehicles)			141,838,219	8,792,036

Source: EIR Appendix J

As described previously, CCR Title 13, Motor Vehicles, Section 2449(d)(3), *Idling*, limits idling times of trucks to no more than 5 minutes. The idling restrictions would preclude unnecessary and wasteful consumption of fuel due to unproductive idling of trucks; and thus, impacts would be less than significant.

In addition, as detailed in Section 5.3, *Air Quality*, Mitigation Measure AQ-8, that is included to reduce air quality impacts, requires installation of signage to ensure implementation of idling regulations. Mitigation Measure AQ-9 would provide electric vehicle charging stations and carpool parking, and Mitigation Measures AQ-11 through AQ-19 provide requirements for operations that would reduce the volume of operational fuel consumption beyond that identified herein. These mitigation measures would further ensure that potential impacts related to inefficient and wasteful use of fuel would be less than significant.

Onsite Cargo Handling Energy Demands. It is common for industrial warehouse buildings and large commercial retailers (such as big box stores) to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. As required by Mitigation Measure AQ-10, cargo handling equipment would be zero emission.

Onsite Equipment Energy Demands. Also, as detailed in the methodology section, it is anticipated that the proposed buildings would utilize diesel fire pumps and emergency generators. This analysis assumes that operation of Phase 1 of the Project would require seven diesel-fueled fire pumps to operate at 300 horsepower for 50 hours during the year and five emergency generators to operate at 300 horsepower for 50 hours during the year. For operation of Phase 2 of the Project, 16 diesel-fueled fire pumps would operate at 300 horsepower for 50 hours during the year and 16 emergency generators would operate at 300 horsepower for 50 hours during the year. Without implementation of the Overlay in Phase 2, the Project would operate 15 diesel-fueled fire pumps for 50 hours during the year and 15 emergency generators for 50 hours during the year.

As presented in Table 5.6-15, during operation of the Project with Overlay, stationary sources would consume an estimated 6,779 gallons of diesel fuel during Phase 1 and 18,077 gallons of diesel fuel during Phase 2. Operation of the Project at Specific Plan Buildout with the Overlay would require an estimated 24,856 gallons of diesel fuel.

Table 5.6-15: Estimated Annual Operational Stationary Source Fuel Consumption - With Overlay

Phase	Equipment	HP Rating	Quantity	Usage Hours	Annual Hourly Usage	Load Factor	HP-hrs/day	Total Fuel Consumption
1	Fire Pump	300	7	1	50	0.73	2,100	3,954
	Emergency Generator	300	5	1	50	0.73	1,500	2,825
Phase 1 Stationary Source Fuel Demand (Gallons Diesel Fuel)								6,779
2	Fire Pump	300	16	1	50	0.73	4,800	9,039
	Emergency Generator	300	16	1	50	0.73	4,800	9,039
Phase 2 Stationary Source Fuel Demand (Gallons Diesel Fuel)								18,077
Project Buildout (Phase 1 & Phase 2) Stationary Source Fuel Demand (Gallons Diesel Fuel)								24,856

Source: EIR Appendix J

As presented in Table 5.6-16, during operation of the Project without the Overlay, stationary sources would consume an estimated 6,779 gallons of diesel fuel during Phase 1 and 16,947 gallons of diesel fuel during Phase 2. Operation of the Project at Specific Plan Buildout without the Overlay would require an estimated 23,726 gallons of diesel fuel.

Table 5.6-16: Estimated Annual Operational Stationary Source Fuel Consumption - Without Overlay

Phase	Equipment	HP Rating	Quantity	Usage Hours	Annual Hourly Usage	Load Factor	HP-hrs/day	Total Fuel Consumption
1	Fire Pump	300	7	1	50	0.73	2,100	3,954
	Emergency Generator	300	5	1	50	0.73	1,500	2,825
Phase 1 Stationary Source Fuel Demand (Gallons Diesel Fuel)								6,779
2	Fire Pump	300	15	1	50	0.73	4,500	8,474
	Emergency Generator	300	15	1	50	0.73	4,500	8,474
Phase 2 Stationary Source Fuel Demand (Gallons Diesel Fuel)								16,947
Project Buildout (Phase 1 & Phase 2) Stationary Source Fuel Demand (Gallons Diesel Fuel)								23,726

Source: EIR Appendix J

Project Buildings Energy Demands. The proposed buildings would consume electricity and natural gas. Electricity and natural gas would be supplied to the Project by SCE and SoCal Gas. Annual electricity and natural gas demands of the Project are summarized in Tables 5.6-17 and 5.6-18. In the Project with Overlay Scenario, building operational activities would require an estimated 91,052,390 kWh/year of electricity and 9,797,660 kBTU/year of natural gas. In the Project without Overlay Scenario, building operational activities would require an estimated 84,977,596 kWh/year of electricity and 9,797,660 kBTU/year of natural gas.

It should be noted that the end user of the proposed Project is not known at this time. As such, the precise building energy usage estimates, as well as the extent to which onsite renewable energy sources may offset the building's energy consumption is unknown as well. However, buildings would be designed solar-ready, and the Project will be designed and built in such a manner as to facilitate the installation of solar photovoltaics in the future. At the time an end user is selected, an analysis of the expected energy needs will be performed in order to determine the appropriate type and quantity of renewable energy appropriate for the end use. However, it should be noted that as of 2022, approximately one third of the power generated by Southern California Edison is from renewable sources, and this is anticipated to continue to increase under the State's Renewable Portfolio Standard, which requires retail sellers of electric services to increase procurement from eligible renewable resources to 44 percent of total retail sales by 2024. The amount of retail electricity provided from renewable sources is expected to further increase significantly in order to meet the state goal of carbon neutrality by 2045.

The industrial portion of the proposed Project would not connect to the natural gas infrastructure and would not utilize natural gas. Natural gas associated with the commercial portion of the Project was calculated by CalEEMod using default parameters.

Table 5.6-17: Estimated Annual Operational Building Energy Consumption - With Overlay

Phase	Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBTU/year)	
1	TUMF High Cube (Building 2, 6, and 7)	5,555,038	0	
	Parcel Hub (Building 1)	1,482,321	0	
	General Light Industrial (Building 3, 4, and 5)	3,462,470	0	
	Medical Office Building	95,937	151,727	
	Large Format Retail Anchor	5,358,917	2,803,892	
	Shopping Center	1,852,582	1,124,295	
	Supermarket	746,046	390,346	
	Fast Casual Restaurant	313,717	1,019,002	
	High-Turnover (Sit -Down) Restaurant	741,697	2,409,150	
	Fast Food Restaurant w DT	386,264	1,254,647	
	Coffee/Donut Shop w DT	63,207	205,306	
	Gasoline/Service Station (12 VFP)	97,872	439,296	
	Parking Lot	984,872	0	
Phase 1 Project Energy Demand			21,140,941	9,797,660
2	Industrial Park	63,836,655	0	
	Industrial Park (Overlay)	6,074,794	0	
Phase 2 Project Energy Demand			69,911,449	0
Project Buildout (Phase 1 & Phase 2) Project Energy Demand			91,052,390	9,797,660

Source: EIR Appendix J

Table 5.6-18: Estimated Annual Operational Building Energy Consumption - Without Overlay

Phase	Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBtu/year)	
1	TUMF High Cube (Building 2, 6, and 7)	5,555,038	0	
	Parcel Hub (Building 1)	1,482,321	0	
	General Light Industrial (Building 3, 4, and 5)	3,462,470	0	
	Medical Office Building	95,937	151,727	
	Large Format Retail Anchor	5,358,917	2,803,892	
	Shopping Center	1,852,582	1,124,295	
	Supermarket	746,046	390,346	
	Fast Casual Restaurant	313,717	1,019,002	
	High-Turnover (Sit -Down) Restaurant	741,697	2,409,150	
	Fast Food Restaurant w DT	386,264	1,254,647	
	Coffee/Donut Shop w DT	63,207	205,306	
	Gasoline/Service Station (12 VFP)	97,872	439,296	
	Parking Lot	984,872	0	
Phase 1 Project Energy Demand			21,140,941	9,797,660
2	Industrial Park	63,836,655	0	
Phase 2 Project Energy Demand			63,836,655	0
Project Buildout (Phase 1 & Phase 2) Project Energy Demand			84,977,596	9,797,660

Source: EIR Appendix J

As detailed in the previous tables, the operational use of energy includes the heating, cooling, and lighting of the buildings, water heating, operation of electrical systems and plug-in appliances within the buildings, parking lots and outdoor lighting, and the transport of electricity, natural gas, and water to the areas where they would be consumed. This use of energy is typical for urban development, and the Project would implement all applicable Title 24, CALGreen, and CARB energy related standards and no operational activities or land uses would occur that would result in extraordinary energy consumption. The proposed Project would include solar infrastructure on each industrial building as specified by Mitigation Measure GHG-5, which requires solar panels to provide 100 percent of the power to the office area and utilize that onsite power for electric plus ins at loading docks and onsite motorized equipment. In addition, the Project would include EV infrastructure throughout commercial areas for employee and visitor parking and EV infrastructure for each industrial building for employee use. Further, the Project would implement Mitigation Measure GHG-4, which would require the Project to be designed to achieve LEED Silver certification. Thus, impacts related to inefficient and wasteful use of energy would be less than significant.

Mitigated Building Energy Consumption. As detailed in Section 5.3, *Air Quality* and Section 5.8, *Greenhouse Gas Emissions*, Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5 have been included to reduce air quality and greenhouse gas emissions. However, these measures also reduce energy consumption. Mitigation Measure GHG-4 provides for meeting LEED Silver building standards, which would have a direct reduction of energy usage from operation of the proposed buildings. The reduced volumes of energy from implementation of LEED Silver building standards are provided below.

As presented in Table 5.6-19, with mitigation, buildout of the Project with Overlay would consume an estimated 88,679,855 kWh/year of electricity and 9,797,660 kBtu/year of natural gas from operations

of the proposed buildings. The industrial buildings would not utilize natural gas. The natural gas use is associated with the commercial portion of the Project.

Table 5.6-19: Annual Operational Building Energy Consumption - With Overlay - With Mitigation

Phase	Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBtu/year)
1	TUMF High Cube (Building 2, 6, and 7)	5,555,038	0
	Parcel Hub (Building 1)	1,482,321	0
	General Light Industrial (Building 3, 4, and 5)	3,460,731	0
	Medical Office Building	95,889	151,727
	Large Format Retail Anchor	3,536,697	2,803,892
	Shopping Center	1,827,696	1,124,295
	Supermarket	492,364	390,346
	Fast Casual Restaurant	264,822	1,019,002
	High-Turnover (Sit -Down) Restaurant	626,100	2,409,150
	Fast Food Restaurant w DT	326,063	1,254,647
	Coffee/Donut Shop w DT	53,356	205,306
	Gasoline/Service Station (12 VFP)	97,555	439,296
	Parking Lot	984,872	0
	Phase 1 Energy Demand	18,803,505	9,797,660
2	Industrial Park	63,804,606	0
	Industrial Park (Overlay)	6,071,744	0
Phase 2 Energy Demand		69,876,350	0
Specific Plan Buildout (Phase 1 & Phase 2) Energy Demand		88,679,855	9,797,660

Source: EIR Appendix J

As presented in Table 5.6-20, buildout of the Project without the Overlay would result in the demand for an estimated 82,608,111 kWh/year of electricity and 9,797,660 kBtu/year of natural gas from building operations.

Table 5.6-20: Annual Operational Building Energy Consumption Without Overlay With Mitigation

Phase	Land Use	Electricity Demand (kWh/year)	Natural Gas Demand (kBtu/year)
1	TUMF High Cube (Building 2, 6, and 7)	5,555,038	0
	Parcel Hub (Building 1)	1,482,321	0
	General Light Industrial (Building 3, 4, and 5)	3,460,731	0
	Medical Office Building	95,889	151,727
	Large Format Retail Anchor	3,536,697	2,803,892
	Shopping Center	1,827,696	1,124,295
	Supermarket	492,364	390,346
	Fast Casual Restaurant	264,822	1,019,002
	High-Turnover (Sit -Down) Restaurant	626,100	2,409,150
	Fast Food Restaurant w DT	326,063	1,254,647
	Coffee/Donut Shop w DT	53,356	205,306
	Gasoline/Service Station (12 VFP)	97,555	439,296
	Parking Lot	984,872	0
Phase 1 Energy Demand		18,803,505	9,797,660
2	Industrial Park	63,804,606	0
Phase 2 Energy Demand		63,836,655	0
Specific Plan Buildout (Phase 1 & Phase 2) Energy Demand		82,608,111	9,797,660

Source: EIR Appendix J

IMPACT E-2: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY.

Less than Significant Impact. As described previously, the proposed Project would be required to meet the CCR Title 24 energy efficiency standards in effect during permitting of proposed Project. The City's administration of the CCR Title 24 requirements includes review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. In line with standard City conditions of approval and Mitigation Measure AQ-8 for air quality, Project plans and specifications shall require signs at loading dock facilities that identify the anti-idling regulations. Thus, the Project would not conflict with the idling limits imposed by CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling.

The proposed Project would include solar infrastructure on each building to support onsite electricity use. Although the Project's future tenants are not currently known, and the use of solar panels is generally tailored to the electrical demands of the tenant, the building tenants would be able to install solar panels pursuant to Mitigation Measure GHG-5, which requires solar panels to provide 100 percent of the power to the office area and utilize that onsite power for electric plus ins at loading docks and onsite motorized equipment. In addition, each industrial building would be designed to attain LEED Silver certification, at a minimum, as required by Mitigation Measure GHG-4, which would ensure that new construction within the Project area would implement renewable energy and utilize energy efficiently. Therefore, the Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

5.6.7 CUMULATIVE IMPACTS

The geographic context for analysis of cumulative impacts regarding energy includes past, present, and future development within southern California because energy supplies (including electricity, natural gas, and petroleum) are generated and distributed throughout the southern California region.

All development projects throughout the region would be required to comply with the energy efficiency standards in the Title 24 requirements. Additionally, some of the developments could provide for additional reductions in energy consumption by achievement of LEED certification or use of additional solar panels, sky lights, or other energy efficiency infrastructure. With implementation of the existing energy conservation regulations, cumulative electricity and natural gas consumption would not be cumulatively wasteful, inefficient, or unnecessary.

Petroleum consumption associated with the proposed Project would be primarily attributable to transportation, especially vehicular use. However, state fuel efficiency standards and alternative fuels policies (per AB 1007 Pavely) would contribute to a reduction in fuel use, and the federal Energy Independence and Security Act and the state Long Term Energy Efficiency Strategic Plan would reduce reliance on non-renewable energy resources.

As detailed previously, the proposed Project would not result in wasteful or inefficient use of energy, and mitigation measures that are included to reduce air quality and greenhouse gas emissions would support the reduction of energy consumption and promote efficient use of energy. For these reasons, the consumption of energy resources would not occur in a wasteful, inefficient, or unnecessary manner and would be less than cumulatively considerable.

5.6.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

State Regulations

- California Energy Code (Code of Regulations, Title 24 Part 6).
- CALGreen Building Standards Code

5.6.9 PROJECT DESIGN FEATURES

None.

5.6.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts E-1 and E-2 would be less than significant.

5.6.11 MITIGATION MEASURES

Potential impacts related to energy would be less than significant and no mitigation measures are required.

5.6.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Potential impacts related to energy would be less than significant.

5.6.13 REFERENCES

- California Energy Commission (CEC). (2023). *Title 24 Building Energy Standards*
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5.7 Geology and Soils

5.7.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to geologic hazards such as earthquakes, liquefaction, and expansive soils as well as impacts on the environment related to soil erosion, sedimentation, and paleontological resources. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Geotechnical Investigation Harvest Landing Business Park*, prepared by Southern California Geotechnical, 2024, included as EIR Appendix K
- *Paleontological Assessment Review and Update for the Harvest Landing Retail Center & Business Park Project*, prepared by BFS Environmental Services, 2024, included as EIR Appendix L

5.7.2 REGULATORY SETTING

5.7.2.1 Federal Regulations

Earthquake Hazards Reduction Act

The Earthquake Hazards Reduction Act was enacted in 1997 to “reduce the risks to life and property from future earthquakes in the United States through the establishment and maintenance of an effective earthquake hazards and reduction program.” To accomplish this, the Act established the National Earthquake Hazards Reduction Program that provides characterization, and prediction of hazards and vulnerabilities; improvement of building codes and land use practices; risk reduction through post-earthquake investigations and education; development and improvement of design and construction techniques; improvement of mitigation capacity; and accelerated application of research results. Programs under this Act provide building code requirements such as emergency evacuation responsibilities and seismic code standards such as those to which development under the proposed Project would be required to adhere.

5.7.2.2 State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish “Earthquake Fault Zones” and publish appropriate maps that depict these zones. The boundary of an Earthquake Fault Zone is generally about 500 feet from major active faults and 200 to 300 feet from well-defined minor faults. The Alquist-Priolo Earthquake Fault Zoning Act also requires local agencies to regulate development within Earthquake Fault Zones. Before a development project can be permitted within an Earthquake Fault Zone, a geologic investigation is required to demonstrate that proposed buildings would not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back a minimum of 50 feet from the fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Seismic Hazards Mapping Act, seismic hazard zones are mapped by the State Geologist to assist local governments in land use planning. The Seismic Hazards Mapping Act states “it is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety.” Section 2697(a) of the Seismic Hazards Mapping Act states that “cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard.”

California Building Code

The California Building Code is included in Title 24 of the California Code of Regulations. The current California Building Code was adopted by the City of Hemet and is included in Chapter 14, Article II, Division 3 of the Perris Municipal Code. The code provides standards to protect property and public safety. The California Building Code regulates the design and construction of excavations, foundations, building frames, retaining walls, and other building elements, and thereby mitigate the effects of seismic shaking and adverse soil conditions. The code also regulates grading activities, including drainage and erosion control.

California Construction General Permit

The State of California adopted a Statewide National Pollutant Discharge Elimination System (NPDES) Permit for General Construction Activity (Construction General Permit) that regulates construction site storm water management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the general permit for discharges of storm water associated with construction activity.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Storm Water Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active storm water effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH (potential of hydrogen) and turbidity, as well as requirements for qualified professionals to prepare and implement the plan. The Construction General Permit requires the SWPPP to identify best management practices (BMPs) that will be implemented to reduce soil erosion. Types of BMPs include preservation of vegetation and sediment control (e.g., fiber rolls). The SWPPP must contain a visual monitoring program; a chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and a monitoring plan if the site discharges directly to a water body listed on the State’s 303(d) list of impaired waters.

Requirements for Geotechnical Investigations

Requirements for geotechnical investigations are included in California Building Code Appendix J, Grading, Section J104; additional requirements for subdivisions requiring tentative and final maps and for other specified types of structures are in the California Health and Safety Code Sections 17953 to 17955 and in California Building Code Section 1803. Testing of samples from subsurface investigations is required, such as from borings or test pits. Studies must be done as needed to evaluate site geology, slope stability, soil strength, position and adequacy of load-bearing soils, the effect of moisture variation on load-bearing capacity, compressibility, liquefaction, differential settlement, and expansiveness. California Building Code Section J105 sets forth requirements for inspection and observation during and after grading.

Public Resources Code Section 5097.5

Requirements for paleontological resource management are included in the Public Resources Code Division 5, Chapter 1.7, Section 5097.5, and Division 20, Chapter 3, Section 30244, which states: No person shall knowingly and willfully excavate upon, or remove, destroy, injure or deface any historic or prehistoric ruins, burial grounds, archaeological or vertebrate paleontological site, including fossilized footprints, inscriptions made by human agency, or any other archaeological, paleontological or historical feature, situated on public lands, except with the express permission of the public agency having jurisdiction over such lands. Violation of this section is a misdemeanor. These statutes prohibit the removal, without permission, of any paleontological site or feature from lands under the jurisdiction of the State or any city, county, district, authority, or public corporation, or any agency thereof. As a result, local agencies are required to comply with Public Resources Code Section 5097.5 for their own activities, including construction and maintenance, as well as for permit actions (e.g., encroachment permits) undertaken by others. Public Resources Code Section 5097.5 also establishes the removal of paleontological resources as a misdemeanor and requires reasonable mitigation of adverse impacts to paleontological resources from developments on public (State, county, city, and district) lands.

5.7.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to geology and soils that are applicable to the Project:

Conservation Element

Policy IV.A.1 For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earlier environmental document prepared for a project.

Policy IV.A.4 In Area 1 and Area 2 shown on the Paleontological Sensitivity Map, paleontological monitoring of all projects requiring subsurface excavations will be required once any excavation begins. In Areas 4 and 5, paleontological monitoring will be required once subsurface excavations reach five feet in depth, with monitoring levels reduced as appropriate, at the discretion of a certified Project Paleontologist.

Policy VII.A Preserve significant hillsides and rock outcroppings in the planning area.

Safety Element

Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.

Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.

5.7.3 ENVIRONMENTAL SETTING

5.7.3.1 Regional Setting

The City of Perris generally lies within the Perris block of the Peninsular Ranges of Southern California. The Peninsular Ranges are characterized by steep, elongated ranges and valleys that generally trend northwestward. The bedrock geology that dominates the eastern portion of the Perris Block specifically, consists of Cretaceous and older crystalline and metamorphic rock. The Peninsular Ranges have been significantly disrupted by Tertiary and Quaternary strike-slip faulting along the Elsinore and San Jacinto faults. This tectonic activity has resulted in the present terrain (City of Perris, 2011).

5.7.3.2 Faults and Ground Shaking

The Project site is not within an Alquist-Priolo Earthquake Fault Zone, nor is it within a Riverside County fault zone. According to the Geotechnical Investigation prepared by Southern California Geotechnical (included as EIR Appendix K), there is no evidence of faulting within the Specific Plan Area, therefore the possibility of ground rupture is onsite low. The nearest active fault zones are the San Jacinto Fault Zone, located approximately 9 miles northeast of the Specific Plan Area, and the Elsinore Fault Zone, located approximately 13.1 miles southwest of the Specific Plan Area. However, both of these faults, as well as other faults in the Southern California region could cause moderate to intense ground shaking at the Specific Plan Area (EIR Appendix K).

5.7.3.3 Ground Rupture

Ground rupture occurs when movement on a fault breaks through to the surface. Surface rupture usually occurs along pre-existing fault traces where zones of weakness exist. The State has established Earthquake Fault Zones for the purpose of mitigating the hazard of fault rupture by prohibiting the location of most human occupancy structures across the traces of active faults. Earthquake Fault Zones are regulatory zones that encompass surface traces of active faults with a potential for future surface fault rupture. The nearest Earthquake Fault Zone is the San Jacinto Fault Zone. As described above, there are no fault zones within the vicinity of the Specific Plan Area. Therefore, ground rupture potential is considered to be low within and surrounding the Specific Plan Area.

5.7.3.4 Soils

The Geotechnical Investigation describes that young and old native alluvium was encountered at the ground surface of all boring locations (shown in Appendix A of the Geotechnical Investigation). The young native alluvial soil extends to depths of approximately 2.5 to 5.5 feet below existing site grades and consists of loose to medium dense silty fine sands, silty fine to medium sands, fine sandy silts, and clayey fine sands. Older native alluvium was encountered beneath the younger native alluvial soils at all boring locations, extending at least to the maximum depth explored of 50 feet below ground surface. The alluvium generally consists of medium dense to very dense well- to poorly-graded silty sands with varying clay content, well-graded to poorly-graded sandy silts with varying clay content, well-graded to poorly graded clayey sands with varying silt content, and clayey silts. Additionally, layers of very stiff to hard fine sandy clays and silty clays were encountered (EIR Appendix K).

5.7.3.5 Expansive Soils

Expansive soils are soils containing water-absorbing minerals that expand as they take in water. These soils can damage buildings due to the force they exert as they expand. Expansive soils contain certain types of

clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture. The Geotechnical Investigation describes that the near-surface soils within the Specific Plan Area consist of loose to medium dense silty fine sands, silty fine to medium sands, fine sandy silts, clayey fine sands. The Geotechnical Investigation explains and concludes that these soils are classified as having low to very low expansion potential (EIR Appendix K).

5.7.3.6 Groundwater

Groundwater was not encountered during drilling at the maximum explored depth of 50 feet below ground surface. The nearest monitoring well is located on the northeast corner of the Specific Plan Area. Water level readings within this monitoring well from March 2023 indicates a groundwater level of approximately 40 feet below ground surface (EIR Appendix K).

5.7.3.7 Liquefaction, Lateral Spreading, and Settlement

Liquefaction occurs when vibrations or water pressure within a mass of soil cause the soil particles to lose contact with one another. As a result, the soil behaves like a liquid, has an inability to support weight, and can flow down very gentle slopes. This condition is usually temporary and is most often caused by an earthquake vibrating water-saturated fill or unconsolidated soil. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. Clayey (cohesive) soils or soils which possess clay particles in excess of 20 percent are generally not considered to be susceptible to liquefaction, nor are those soils which are above the historic static groundwater table.

Different phenomena associated with liquefaction are described below:

Lateral Spreading: Lateral spreading is the lateral movement of stiff, surficial blocks of sediments as a result of a subsurface layer liquefying. The lateral movements can cause ground fissures or extensional, open cracks at the surface as the blocks move toward a slope face, such as a stream bank or in the direction of a gentle slope. When the shaking stops, these isolated blocks of sediments come to rest in a place different from their original location and may be tilted.

Ground Oscillation: Ground oscillation occurs when liquefaction occurs at depth but the slopes are too gentle to permit lateral displacement. In this case, individual blocks may separate and oscillate on a liquefied layer. Sand boils and fissures are often associated with this phenomenon.

Bearing Strength Loss: Bearing strength is the maximum stress load, or force, that the soil can support. Bearing strength decreases with a decrease in effective stress, which is the force that allows soil to remain cohesive. Loss of bearing strength occurs when the effective stresses are reduced due to the fluctuating stresses or strains caused by an earthquake. Even if the soil does not liquefy, the bearing of the soil may be reduced below its value either prior to or after the earthquake. If the bearing strength is sufficiently reduced, structures supported on the sediments can settle, tilt, or even float upward in the case of lightly loaded structures such as gas pipelines.

Ground Fissuring and Sand Boils: A ground fissure is a long narrow crack in the earth's surface while a sand boil is an eruption of water from sand. As apparent from the above descriptions, the likelihood of ground fissures developing is high when lateral spreading, ground oscillations, and flow failure occur. Sand boils occur when the high water pressures are relieved by drainage to the surface along weak spots that may have been created by fissuring. As the water flows to the surface, it can carry sediments, and if the pore

water pressures are high enough create a gusher (sand boils) at the point of exit. The following conditions are conducive to the formation of these phenomena:

- Sediments must be relatively young in age and must not have developed large amounts of cementation;
- Sediments must consist mainly of cohesionless sands and silts;
- The sediment must not have a high relative density;
- Free groundwater must exist in the sediment; and
- The site must be exposed to seismic events of a magnitude large enough to induce straining of soil particles.

During the Geotechnical Investigation, groundwater was not encountered within the Specific Plan Area at the maximum explored depth of 50 feet below ground surface. According to the Riverside County Geographic Information System (GIS) website, the Specific Plan Area is located within a zone of low liquefaction susceptibility (Riverside County, 2023). In addition, the subsurface conditions encountered at the boring locations are not considered to be conducive to liquefaction (EIR Appendix K).

Due to the lack of active faults or fault zones within the vicinity, the Specific Plan Area has low potential for lateral spreading. The Geotechnical Investigation concluded that soils within the Specific Plan Area have a low potential for collapse (EIR Appendix K).

5.7.3.8 Subsidence

Ground subsidence is the gradual settling or sinking of the ground surface with little or no horizontal movement, and occurs in areas with subterranean oil, gas, or groundwater. Effects of subsidence include fissures, sinkholes, depressions, and disruption of surface drainage. According to the Geotechnical Investigation, an estimated shrinkage potential of 4 to 12 percent would be expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet is estimated to occur within the Specific Plan Area (EIR Appendix K).

5.7.3.9 Landslides

Landslides are the downhill movement of masses of earth and rock and are often associated with earthquakes; but other factors, such as the slope, moisture content of the soil, composition of the subsurface geology, heavy rains, and improper grading can influence the occurrence of landslides. Earthquake-induced land sliding often occurs in areas where previous landslides have moved and in areas where the topographic, geologic, geotechnical, and subsurface groundwater conditions are conducive to permanent ground displacements. The Specific Plan Area, while relatively flat, slopes downward to the east at a gradient of approximately 1.5 percent (EIR Appendix K). There are no slopes within the immediate vicinity of the Specific Plan Area.

5.7.3.10 Unique Geologic Feature

Unique geologic features refer to unique physical features or structures on the earth's crust. The Specific Plan Area consists of Holocene-aged alluvial fan deposits overlaying Pleistocene (over 11,700 years ago) alluvial fan deposits (Qvof). The geologic processes that occurred on the Specific Plan Area and in the vicinity are generally the same as those in other parts of the city and throughout the state (EIR Appendix L).

5.7.3.11 Paleontological Resources

Paleontological resources include fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on

earth. Significant paleontological resources are defined as fossils or assemblages of fossils that are unique, unusual, rare, uncommon, or important to define a particular time frame or geologic strata, or that add to an existing body of knowledge in specific areas, in local formations, or regionally.

The young Holocene-aged alluvial fan deposits mapped at the surface in the Project are considered to have low potential to yield significant paleontological resources. However, the underlying Pleistocene alluvial fan deposits are considered to have high paleontological sensitivity (EIR Appendix L).

A Paleontological Assessment Review was conducted for the Specific Plan Area (included as EIR Appendix L). The records search did not identify any previously recorded fossil localities within the boundaries and offsite disturbance areas of the Project. The closest known recorded fossil locality is 1.25 northeast of the Specific Plan Area, consisting of the bones of a pond turtle (*Actinemys cf. pallida*), Pacific mastodon (*Mammuthus pacificus*), extinct horse (*Equus* sp.), and extinct bison (*Bison* sp.) (EIR Appendix L). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Specific Plan Area are considered to have a high potential to yield significant paleontological resources (EIR Appendix L).

5.7.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- GEO-1 Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:
- i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);
 - ii) Strong seismic ground shaking;
 - iii) Seismic-related ground failure, including liquefaction; or
 - iv) Landslides.
- GEO-2 Result in substantial soil erosion or the loss of topsoil.
- GEO-3 Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- GEO-4 Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property.
- GEO-5 Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?
- GEO-6 Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

5.7.5 METHODOLOGY

A site-specific Geotechnical Investigation (EIR Appendix K) was prepared for the Specific Plan Area. The following were conducted as part of the site-specific Geotechnical Investigation: visual site reconnaissance, subsurface exploration, field and laboratory testing, and geotechnical engineering analysis to provide criteria for preparing the design of the building foundations, building floor slab, and parking lot pavements along with site preparation recommendations and construction considerations for the proposed development.

The laboratory testing determined the characteristics of the geology and soils that underlie the Specific Plan Area. The subsurface conditions were then analyzed to identify potential significant impacts resulting from construction and operation of the proposed development of the Project in relation to geology and soils.

In determining whether a geotechnical related impact would result from the Project, the analysis includes consideration of State law, including the California Building Code that is integrated into the Perris Municipal Code, and implemented/verified during permitting approvals. In general, existing State law, building codes, and ordinances that are implemented by the approving agency provide for an adequate level of safety or reduction of potential effects such that projects developed and operated to code reduce potential of impacts.

A Paleontological Assessment Review (EIR Appendix L) was prepared to determine the Project's potential impacts to paleontological resources. The analysis included record searches of past identified resources, consideration of the types of soils that exist, the paleontological sensitivity of those soils, the past disturbance on the site and offsite infrastructure areas, and the proposed excavation. The analysis combines these factors to identify the potential of the proposed construction to impact unknown paleontological resources on the site. As described in the Paleontological Assessment Review, a resource records search was conducted at the San Bernardino County Museum, and the Western Science Center to identify any previously discovered fossil localities in or near the Specific Plan Area.

5.7.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use (MBU) designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2

area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT GEO-II: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING RUPTURE OF A KNOWN EARTHQUAKE FAULT, AS DELINEATED ON THE MOST RECENT ALQUIST-PRIOLO EARTHQUAKE FAULT ZONING MAP, ISSUED BY THE STATE GEOLOGIST FOR THE AREA OR BASED ON OTHER SUBSTANTIAL EVIDENCE OF A KNOWN FAULT (REFER TO DIVISION OF MINES AND GEOLOGY SPECIAL PUBLICATION 42).

Specific Plan Area

No Impact. The Specific Plan Area is not within an Alquist Earthquake Fault Zone, and there are no known active faults within 500 feet. The nearest active fault zones are the San Jacinto Fault Zone, located approximately nine miles northeast of the Project site and the Elsinore Fault Zone, located approximately thirteen miles southwest of the Project site (California Department of Conservation, 2021). Since the site is not located within an Alquist-Priolo Earthquake Fault Zone, impacts related to the surface rupture of a known earthquake fault would not occur within the Specific Plan Area.

IMPACT GEO-III: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING THE RISK OF LOSS, INJURY, OR DEATH INVOLVING STRONG SEISMIC GROUND SHAKING.

Specific Plan Area

Less than Significant Impact. As stated above, the Specific Plan Area is not located within 500 feet of any active faults. However, the Project site is located within a seismically active region, with numerous faults capable of producing significant ground motions. Project development could subject people and structures to hazards from ground shaking. However, seismic shaking is a risk throughout Southern California, and the Specific Plan Area is not at greater risks of seismic activity or impacts as compared to other areas within the region.

The California Building Code includes provisions to reduce impacts caused by major structural failures or loss of life resulting from earthquakes or other geologic hazards. Chapter 16 of the California Building Code contains requirements for design and construction of structures to resist loads, including earthquake loads. The California Building Code provides procedures for earthquake resistant structural design that include consideration for onsite soil conditions, occupancy, and the configuration of the structure, including the structural system and height.

The City has adopted the California Building Code as part of the Perris Municipal Code (Section 16.08.050), which regulates all building and construction projects within the City and implements a minimum standard for building design and construction that includes specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition. All structures within the City are required to be built in compliance with the California Building Code. Because Project structures within both Phase 1 and Phase 2 would be required to be constructed in compliance with the California Building Code and the Perris Municipal

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Code, which would be verified through the City's plan check and permitting process, the Project would result in a less-than-significant impact related to strong seismic ground shaking.

IMPACT GEO-1III: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING SEISMIC-RELATED GROUND FAILURE, INCLUDING LIQUEFACTION.

Specific Plan Area

Less than Significant Impact. According to the Riverside County GIS website, the Specific Plan Area is located within a zone of low liquefaction susceptibility (Riverside County, 2023). Additionally, the soil conditions onsite are not conducive to liquefaction, due to the presence of moderate to high strength soils and the lack of a shallow groundwater table. Free water was not encountered during soil borings, which were sampled to a maximum depth of 50 feet below existing site grades (EIR Appendix K). Furthermore, the Project would be developed in compliance with construction requirements under the California Building Code, as adopted in the Perris Municipal Code under Section 16.08.050. Specific engineering design recommendations would be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that structures would withstand the effects of seismic ground movement, including liquefaction and settlement. Therefore, potential impacts related to hazards from seismic-related ground failure would be less than significant.

IMPACT GEO-1IV: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY CAUSE POTENTIAL SUBSTANTIAL ADVERSE EFFECTS, INCLUDING LANDSLIDES.

Specific Plan Area

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake induced landslides are steep slopes underlain by loose, weak soils, and areas on or adjacent to existing landslide deposits. As described above, the Specific Plan Area is located in a seismically active region subject to strong ground shaking. However, the Project site is located in a flat area that does not contain nor is adjacent to large slopes, and the Project would not create large slopes. In addition, the Project site is not located within a landslide hazard zone as shown in Figure S-7 of the City of Perris General Plan Safety Element (City of Perris, 2022). As a result, implementation of the Project would not expose people or structures to substantial adverse effects involving landslides, and potential impacts related to landslides would not occur.

IMPACT GEO-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL SOIL EROSION OR THE LOSS OF TOPSOIL.

Specific Plan Area

Less than Significant Impact.

Construction

Construction of the proposed Project has the potential to contribute to soil erosion and the loss of topsoil. The Project would involve excavation, grading, stockpiling, and import of soil to the Specific Plan Area. Grading increases the potential for erosion by removing the protective vegetation and changing the natural drainage patterns, allowing for loose soil to be carried out by wind or water. However, as further described in Section 5.10, *Hydrology and Water Quality*, under Chapter 14.22 of the Perris Municipal Code, the Project would be required to comply with the NPDES Storm Water Permit (MS4 Permit) construction permit regulations, which require the preparation and implementation of a site-specific SWPPP. As a part of the SWPPP, erosion

and sediment control BMPs would be used to reduce or eliminate pollutants entering the City's stormwater system. These BMPs may include the use of:

- Silt fences;
- Geotextile/plastic covers;
- Erosion control blankets/mats;
- Soil binders;
- Fiber rolls;
- Gravel bag berms;
- Sandbag barriers; and/or
- Straw bale barriers.

Implementation of construction BMPs in compliance with the City's permitting requirements would cover exposed soil or impede stormwater runoff, reducing the potential for erosion. Therefore, potential construction impacts related to erosion would be less than significant.

Operation

Once constructed, the developed areas within the Specific Plan would contain buildings, pavement and landscaping, minimizing the potential for soil erosion and loss of topsoil. Also, as described in Section 5.10, *Hydrology and Water Quality*, onsite drainage features would be installed as part of the proposed development, which would be designed to filter and slowly discharge stormwater into the offsite drainage system and further reduce the potential for stormwater to erode topsoil. Additionally, future developments within Phase 2 would require a site-specific Water Quality Management Plan (WQMP), which would ensure that the Regional Water Quality Control Board requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. Therefore, with the implementation of the proposed landscape and drainage features, as well as compliance with City regulations, potential impacts related to soil erosion would be less than significant.

IMPACT GEO-3: THE PROJECT WOULD NOT BE LOCATED ON A GEOLOGIC UNIT OR SOIL THAT IS UNSTABLE, OR THAT WOULD BECOME UNSTABLE AS A RESULT OF THE PROJECT, AND POTENTIALLY RESULT IN ON- OR OFF-SITE LANDSLIDE, LATERAL SPREADING, SUBSIDENCE, LIQUEFACTION OR COLLAPSE.

Less than Significant Impact.

Phase 1 Development

The Geotechnical Investigation describes that the older alluvium soils encountered beneath the younger alluvium soils at all of the boring locations generally possess medium dense to very dense well- to poorly-graded silty sands with varying clay content, well-graded to poorly-graded sandy silts with varying clay content, well-graded to poorly graded clayey sands with varying silt content, and clayey silts. The Geotechnical Investigation describes that the recommended remedial grading would remove the existing upper portion of near-surface native alluvial soils and replace these soils with compacted structural fill within the proposed building areas (EIR Appendix K). Excavation and recompaction of compacted structural fill would be conducted in compliance with the California Building Code as required through the City's permitting process.

As discussed previously, the Specific Plan Area and the adjacent parcels are relatively flat and do not contain any hills or steep slopes. There is a 1.5 percent slope downward to the east throughout the site (EIR Appendix K). In addition, remedial grading and site preparation would further level the Project grades. Therefore, impacts related to landslides resulting from the proposed Project would be less than significant.

According to the Geotechnical Investigation, an estimated shrinkage potential of 4 to 12 percent is expected during removal and recompaction of the artificial fill and near-surface native soils. A subsidence of 0.1 feet in the soils below the zone of removal is estimated to occur within the Specific Plan Area (EIR Appendix K). As discussed previously, the Specific Plan Area is not located within a liquefaction hazard zone. In addition, the soil and groundwater conditions onsite are not conducive to liquefaction. Due to the low probability of liquefaction onsite, risks related to lateral spreading are also considered low (EIR Appendix K).

Soils within the Specific Plan Area were determined to be mildly corrosive to ductile iron pipe and corrosive to copper pipe. However, compliance with the California Building Code would require the use of coating or protection to such pipes in direct contact with the soil. Therefore, impacts related to corrosive soil-induced collapse would be less than significant.

The proposed Project would be required to adhere to California Building Code grading and earthwork operation recommendations to limit risk associated with subsidence, collapse, liquefaction, and lateral spreading. Compliance with the California Building Code would be required by the City of Perris Building Division. Compliance with the requirements of the California Building Code as part of the building plan check and development review process, would ensure that impacts related to subsidence would be less than significant.

Phase 2 Buildout

While there are no areas of landslide or liquefaction susceptibility within or adjacent to the Phase 2 area of the Specific Plan, inclusive of the MBU Overlay area, Applicants for future developments would be required to prepare site-specific geotechnical investigations in compliance with the California Building Code. Future developments would be required to comply with geotechnical recommendations set forth in those site-specific geotechnical investigations, as required by California Building Code guidelines. Accordingly, the developments would be designed and constructed to address potential geological conditions in accordance with Perris Municipal Code and California Building Code requirements. Therefore, potential impacts related to landslide, lateral spreading, subsidence, liquefaction, or collapse would be less than significant.

IMPACT GEO-4: THE PROJECT WOULD NOT BE LOCATED ON EXPANSIVE SOIL, AS DEFINED IN TABLE 18-1-B OF THE UNIFORM BUILDING CODE (1994), CREATING SUBSTANTIAL DIRECT OR INDIRECT RISKS TO LIFE OR PROPERTY.

Less than Significant Impact.

Phase 1 Development

Expansive soils contain significant amounts of fine-grained silt and clay particles that swell when wet and shrink when dry. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils, and the amount of moisture that the soil is exposed to. Foundations constructed on expansive soils are subjected to forces caused by the swelling and shrinkage of the soils, which can cause physical distress on the structure. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result.

The Geotechnical Investigation describes that the Specific Plan Area's near-surface soils consist of silty sands and sandy silts with occasional clay content as well as clayey sands and occasional sandy clays and silty clays. According to the Geotechnical Investigation, these materials are considered to have a low to very low expansion potential (EIR Appendix K). In addition, as described above, compliance with the California Building Code and the recommendations provided within the Geotechnical Investigation is a standard City practice. Therefore, compliance with the requirements of the California Building Code as part of the building plan check and development review process, would ensure that expansive soil related impacts would be less than significant.

Phase 2 Buildout

Applicants for future developments within the Phase 2 portion of the Specific Plan would be required to prepare site-specific geotechnical investigations in compliance with the California Building Code. Future development within Phase 2 would comply with geotechnical recommendations set forth in site-specific geotechnical investigations and California Building Code guidelines to determine expansive soil potential and if warranted, soils would be mitigated to standards established by California Building Code regulations. Therefore, potential impacts related to unstable expansive soils within Phase 2 would be less than significant.

IMPACT GEO-5: THE PROJECT WOULD NOT HAVE SOILS INCAPABLE OF ADEQUATELY SUPPORTING THE USE OF SEPTIC TANKS OR ALTERNATIVE WASTEWATER DISPOSAL SYSTEMS WHERE SEWERS ARE NOT AVAILABLE FOR THE DISPOSAL OF WASTEWATER.

Specific Plan Area

No Impact. The Project would connect to the existing sewer infrastructure and would not use septic tanks or alternative methods for disposal of wastewater into subsurface soils. Therefore, impacts related to septic tanks or alternative wastewater disposal methods would not occur.

IMPACT GEO-6: THE PROJECT WOULD NOT DIRECTLY OR INDIRECTLY DESTROY A UNIQUE PALEONTOLOGICAL RESOURCE OR SITE OR UNIQUE GEOLOGIC FEATURE.

Specific Plan Area

Less than Significant with Mitigation Incorporated. Earthmoving activities, including grading and trenching activities, have the potential to disturb previously unknown paleontological resources. The Paleontological Assessment Report describes that the Specific Plan Area is underlain by deposits of undocumented fill that overlies very old alluvial fan deposits. Due to the occurrence of terrestrial vertebrate fossils at shallow depths from Pleistocene alluvial fan sediments across the Inland Empire, the sediments underlying the Specific Plan Area are considered as having high paleontological sensitivity (EIR Appendix K).

The records search completed as part of the Paleontological Assessment did not reveal any previously recorded fossil localities within the Specific Plan Area. However, various mammalian fossils had been discovered within two miles of the Specific Plan Area (EIR Appendix K). Based on the presence of nearby significant fossil localities, the underlying Pleistocene old alluvial fan deposits mapped at the Specific Plan Area are considered to have a high potential to yield significant paleontological resources. As such, the Paleontological Assessment concluded that the Specific Plan Area has a high sensitivity for paleontological resources. As a result, Mitigation Measure PAL-1 is included to require preparation of a Paleontological Resources Impact Mitigation Program (PRIMP) and that ground disturbing activities be monitored to identify and recover any significant fossil remains. With implementation of Mitigation Measure PAL-1, potential impacts to paleontological resources would be less than significant.

5.7.7 CUMULATIVE IMPACTS

Geology and Soils: Geotechnical impacts are site-specific rather than cumulative in nature. Direct and indirect impacts related to geology and soils would be mitigated through mandatory conformance with the California Building Code, Perris Municipal Code, and site-specific geotechnical recommendations, which will be incorporated as part of the Project's design and construction efforts. With the exception of erosion hazards, potential hazardous effects related to geologic and soil conditions are unique to each project site, and inherently restricted to the developments proposed. That is, issues including fault rupture, seismic ground shaking, liquefaction, landslides, and expansive soils would involve effects to (and not from) the development,

are specific to conditions on the property, and are not influenced by or additive with the geologic and/or soils hazards that may occur on other, offsite properties. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effects at the Project site.

Impacts related to erosion and loss of topsoil could be cumulatively considerable. However, as discussed in Impact GEO-2, mandates related to the NPDES permit, preparation of a WQMP, Erosion Control Plan, and SWPPP, as well as compliance with South Coast Air Quality Management District Rule 403 (Fugitive Dust) incorporate measures during construction activities to ensure that significant erosion impacts do not occur. Other development projects in the vicinity of the Specific Plan Area would be required to comply with the same regulatory requirements as the Project to preclude substantial adverse water and wind erosion impacts. Because the Project and related projects within the cumulative study area, as shown on Figure 5-1, would be subject to similar mandatory regulatory requirements to control erosion hazards during construction and long-term operation, cumulative impacts associated with wind and water erosion hazards would be less than significant.

Paleontological Resources: The cumulative paleontological impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Riverside County region, which is identified as sensitive for paleontological resources. The geographic area of potential cumulative impacts related to paleontological resources includes areas that are underlain by similar geologic units from the same time period. A cumulative impact could occur if development projects incrementally result in the loss of the same types of unique paleontological resources. As detailed previously, the Perris Valley area of Riverside County, including the Specific Plan Area, is underlain by deep sediments that are sensitive to paleontological resources. However, with incorporation of Mitigation Measure PAL-1, ground excavation that could impact paleontological resources would be monitored to reduce potential significant impacts that could become cumulatively considerable. Thus, with incorporation of mitigation measures the potential for cumulatively considerable impacts would be less than significant.

5.7.8 EXISTING REGULATIONS

- Public Resources Code Section 5097.5
- Perris Municipal Code, Section 16.08.050
- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ
- Regional MS4 permit (Order No. Order No. R8- 2002-0011, NPDES No. CAS 618033)

5.7.9 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts GEO-1i, GEO-1iv, and GEO-5 would result in no impact, and Impacts GEO-1ii, GEO-1iii, GEO-2, GEO-3, and GEO-4 would be less than significant.

Without mitigation, the following impact would be **potentially significant**:

Impact GEO-6: Project implementation could uncover subsurface paleontological resources.

5.7.10 MITIGATION MEASURES

Mitigation Measure PAL-1: Paleontological Monitoring. Prior to the issuance of grading permits, the Project proponent/developer shall submit to and receive approval from the City, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision for a qualified professional

paleontologist (or his or her trained paleontological representative) to be onsite for any project-related excavations. Selection of the Project paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the project site or within the offsite project improvement areas until the Project paleontologist has been approved by the City.

Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium. The Project paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The Project paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The Project paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

5.7.11 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory programs and implementation of Mitigation Measure PAL-1 would reduce potential impacts associated with potential geotechnical hazards and unique paleontological resource impacts to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to geology and soils and paleontological resources would occur.

5.7.12 REFERENCES

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5.8 Greenhouse Gas Emissions

5.8.1 INTRODUCTION

This section of the Draft EIR evaluates greenhouse gas (GHG) emissions associated with the proposed Project and its contribution to global climate change. Specifically, this section evaluates the extent to which GHG emissions from the Project contribute to elevated levels of GHGs in the Earth's atmosphere and consequently contribute to climate change. This section also addresses the Project's consistency with applicable plans, policies, and public agency regulations adopted for the purpose of reducing the emissions of GHGs. The analysis within this section is based on the following City documents and technical reports:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Harvest Landing Specific Plan Greenhouse Gas Analysis*, prepared by Urban Crossroads, April 2025, included as EIR Appendix M

5.8.2 REGULATORY SETTING

5.8.2.1 Federal Regulations

Energy Independence and Security Act, Corporate Average Fuel Efficiency Standards

On December 19, 2007, the Energy Independence and Security Act of 2007 was signed into law, requiring an increased Corporate Average Fuel Economy (CAFE) standard of 35 miles per gallon (mpg) for the combined fleet of cars and light trucks by the 2020 model year.

In addition to setting increased CAFE standards for motor vehicles, the Energy Independence and Security Act includes the following additional provisions:

- Renewable Fuel Standard (Section 202)
- Appliance and Lighting Efficiency Standards (Sections 301–325)
- Building Energy Efficiency (Sections 411–441)

Additional provisions of the Act address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of green jobs.

5.8.2.2 State Regulations

California Assembly Bill 1493– Pavley

In 2002, the California Legislature adopted Assembly Bill (AB) 1493 requiring the adoption of regulations to reduce GHG emissions in the transportation sector. In September 2004, pursuant to AB 1493, the California Air Resources Board (CARB) approved regulations to reduce GHG emissions from new motor vehicles beginning with the 2009 model year (Pavley Regulations). In September 2009, CARB adopted amendments to the Pavley Regulations to reduce GHG emissions from 2009 to 2016. CARB, the U.S. Environmental Protection Agency (EPA), and the U.S. Department of Transportation's National Highway Traffic and Safety Administration have coordinated efforts to develop fuel economy and GHG standards

for model 2017-2025 vehicles. The GHG standards are incorporated into the “Low Emission Vehicle” Regulations.

California Executive Order S-3-05 – Statewide Emission Reduction Targets

Executive Order S-3-05 was signed by Governor Arnold Schwarzenegger in June 2005. Executive Order S-3-05 establishes statewide emission reduction targets through the year 2050:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

California Assembly Bill 32, Global Warming Solutions Act of 2006 (Chapter 488, Statutes of 2006)

In 2006, the California Legislature passed the California Global Warming Solutions Act of 2006 (AB 32), which created a comprehensive, multi-year program to reduce GHG emissions in California. AB 32 required CARB to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by CARB in 2008 and must be updated at least every five years. Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. The 2017 Scoping Plan identifies how the State can reach the 2030 climate target to reduce GHG emissions by 40 percent from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels.

The AB 32 Scoping Plan also anticipates that local government actions will result in reduced GHG emissions because local governments have the primary authority to plan, zone, approve, and permit development to accommodate population growth and the changing needs of their jurisdictions. The Scoping Plan also relies on the requirements of Senate Bill 375 (discussed below) to align local land use and transportation planning for achieving GHG reductions.

The Scoping Plan must be updated every five years to evaluate AB 32 policies and ensure that California is on track to achieve the GHG reduction goals. On December 15, 2022, CARB adopted the 2022 Scoping Plan. The 2022 Scoping Plan builds on the previous Scoping Plans as well as the requirements set forth by AB 1279, which directs the state to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85% below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world.

Senate Bill 375 (Chapter 728, Statutes of 2008)

In August 2008, the California Legislature passed, and on September 30, 2008, Governor Schwarzenegger signed, Senate Bill (SB) 375, which addresses GHG emissions associated with the transportation sector through regional transportation and sustainability plans. Regional GHG reduction targets for the automobile and light-truck sector for 2020 and 2035, as determined by CARB, are required to consider the emission reductions associated with vehicle emission standards (see SB 1493), the composition of fuels (see Executive Order S-1-07), and other CARB-approved measures to reduce GHG emissions. Regional metropolitan planning organizations will be responsible for preparing a Sustainable Communities Strategy within their Regional Transportation Plan. The goal of the Sustainable Communities Strategy is to establish a

development plan for the region, which, after considering transportation measures and policies, will achieve, if feasible, the GHG reduction targets. If a Sustainable Communities Strategy is unable to achieve the GHG reduction target, a metropolitan planning organization must prepare an Alternative Planning Strategy demonstrating how the GHG reduction target would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. SB 375 provides incentives for streamlining CEQA requirements by substantially reducing the requirements for “transit priority projects,” as specified in SB 375, and eliminating the analysis of the impacts of certain residential projects on global warming and the growth-inducing impacts of those projects when the projects are consistent with the Sustainable Communities Strategy or Alternative Planning Strategy. On September 23, 2010, CARB adopted the SB 375 targets for the regional metropolitan planning organizations.

Executive Order B-30-15 – 2030 Statewide Emission Reduction Target

Executive Order B-30-15 was signed by Governor Jerry Brown on April 29, 2015, establishing an interim statewide GHG reduction target of 40 percent below 1990 levels by 2030, which is necessary to guide regulatory policy and investments in California in the midterm, and put California on the most cost-effective path for long-term emission reductions. Under this Executive Order, all State agencies with jurisdiction over sources of GHG emissions are required to continue to develop and implement emissions reduction programs to reach the State’s 2050 target and attain a level of emissions necessary to avoid dangerous climate change. According to the Governor’s Office, this Executive Order is in line with the scientifically established levels needed in the United States to limit global warming below 2°C - the warming threshold at which scientists say there will likely be major climate disruptions such as super droughts and rising sea levels.

Senate Bill 32 (Chapter 249, Statutes of 2016)

Senate Bill 32 was signed on September 8, 2016 by Governor Jerry Brown. SB 32 requires the State to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal of 1990 levels by 2020 and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80 percent below 1990 levels by 2050. A related bill that was also approved in 2016, AB 197 (Chapter 250, Statutes of 2016) creates a legislative committee to oversee regulators to ensure that ARB is not only responsive to the Governor, but also the Legislature.

AB 398 – Extension of Cap and Trade Program to 2030 (Chapter 617, Statutes of 2017)

AB 398 was signed by Governor Brown on July 25, 2017 and became effective immediately as urgency legislation. AB 398, among other things, extending the cap and trade program through 2030.

Senate Bill 97 (Chapter 185, Statutes of 2007)

SB 97 (Health and Safety Code Section 21083.5) was adopted in 2007 and required the Office of Planning and Research to prepare amendments to the CEQA Guidelines for the mitigation of GHG impacts. The amendments became effective on March 18, 2010. The CEQA Guidelines Amendments provide guidance to public agencies regarding the analysis and mitigation of the effects of GHG emissions in CEQA documents. A new section, CEQA Guidelines Section 15064.4, was added to assist agencies in determining the significance of GHG emissions. The new CEQA Guidelines Section gives discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. CEQA does not provide guidance to determine whether the project’s estimated GHG emissions are significant or cumulatively considerable.

Also amended were CEQA Guidelines Sections 15126.4 and 15130, which address mitigation measures and cumulative impacts respectively. However, GHG mitigation measures are referenced in general terms, and no specific measures are identified. Additionally, the revision to the cumulative impact discussion requirement (Section 15130) simply directs agencies to analyze GHG emissions in an EIR when a project's incremental contribution of emissions may be cumulatively considerable, however it does not answer the question of when emissions are cumulatively considerable.

Section 15183.5 permits programmatic GHG analysis and later project-specific tiering, as well as the preparation of Greenhouse Gas Reduction Plans. Compliance with such plans can support a determination that a project's cumulative effect is not cumulatively considerable, according to Section 15183.5(b).

California Air Resources Board Scoping Plan

On December 15, 2022, CARB adopted the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan). The 2022 Scoping Plan builds on the previous 2017 Scoping Plan as well as the requirements set forth by AB 1279, which directs the State to become carbon neutral no later than 2045. To achieve this statutory objective, the 2022 Scoping Plan lays out how California can reduce GHG emissions by 85 percent below 1990 levels and achieve carbon neutrality by 2045. The Scoping Plan scenario to do this is to “deploy a broad portfolio of existing and emerging fossil fuel alternatives and clean technologies, and align with statutes, Executive Orders, Board direction, and direction from the governor.” The 2022 Scoping Plan sets one of the most aggressive approaches to reach carbon neutrality in the world. Unlike the 2017 Scoping Plan, CARB no longer includes a numeric per capita threshold and instead advocates for compliance with a local GHG reduction strategy (CAP) consistent with CEQA Guidelines Section 15183.5.

The key elements of the 2022 CARB Scoping Plan focus on transportation; the regulations that effect this sector are adopted and enforced by CARB on vehicle manufacturers and outside the jurisdiction and control of local governments. As stated in the Plan's executive summary:

“The major element of this unprecedented transformation is the aggressive reduction of fossil fuels wherever they are currently used in California, building on and accelerating carbon reduction programs that have been in place for a decade and a half. That means rapidly moving to zero-emission transportation; electrifying the cars, buses, trains, and trucks that now constitute California's single largest source of planet-warming pollution.”

“[A]pproval of this plan catalyzes a number of efforts, including the development of new regulations as well as amendments to strengthen regulations and programs already in place, not just at CARB but across state agencies.”

Under the 2022 Scoping Plan, the 2045 carbon neutrality goal is to be implemented by the following objectives:

- Reimagine roadway projects that increase vehicle miles traveled (VMT) in a way that meets community needs and reduces the need to drive.
- Double local transit capacity and service frequencies by 2030.
- Complete the High-Speed Rail System and other elements of the intercity rail network by 2040.
- Expand and complete planned networks of high-quality active transportation infrastructure.
- Increase availability and affordability of bikes, e-bikes, scooters, and other alternatives to light-duty vehicles, prioritizing needs of underserved communities.
- Shift revenue generation for transportation projects away from the gas tax into more durable sources by 2030.

- Authorize and implement roadway pricing strategies and reallocate revenues to equitably improve transit, bicycling, and other sustainable transportation choices.
- Prioritize addressing key transit bottlenecks and other infrastructure investments to improve transit operational efficiency over investments that increase VMT.
- Develop and implement a statewide transportation demand management (TDM) framework with VMT mitigation requirements for large employers and large developments.
- Prevent uncontrolled growth of autonomous vehicle VMT, particularly zero-passenger miles.
- Channel new mobility services towards pooled use models, transit complementarity, and lower VMT outcomes.
- Establish an integrated statewide system for trip planning, booking, payment, and user accounts that enables efficient and equitable multimodal systems.
- Provide financial support for low-income and disadvantaged Californians' use of transit and new mobility services.
- Expand universal design features for new mobility services.
- Accelerate infill development in existing transportation-efficient places and deploy strategic resources to create more transportation-efficient locations.
- Encourage alignment in land use, housing, transportation, and conservation planning in adopted regional plans (regional transportation plan/sustainable communities strategy and regional housing needs assessment) and local plans (e.g., general plans, zoning, and local transportation plans).
- Accelerate production of affordable housing in forms and locations that reduce VMT and affirmatively further fair housing policy objectives.
- Reduce or eliminate parking requirements (and/or enact parking maximums, as appropriate) and promote redevelopment of excess parking, especially in infill locations.
- Preserve and protect existing affordable housing stock and protect existing residents and businesses from displacement and climate risk.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations Title 24 Part 6: The California Energy Code was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The California Energy Code is updated on a regular basis to allow consideration and possible incorporation of new energy efficient technologies and methods.

The 2022 Energy Code encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, and strengthens ventilation standards, among other requirements. The California Energy Commission anticipates that the 2022 Energy Code will provide \$1.5 billion in consumer benefits and reduce GHG emissions by 10 million metric tons.

California Code of Regulations, Title 24, Part 11: The California Green Building Standards (CALGreen) Code is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on August 1, 2009, and is administered by the California Building Standards Commission.

The 2022 California Energy Code and the CALGreen Code mandatory measures for nonresidential uses that reduce GHG emissions and are applicable to the proposed Project include, but are not limited to, the following:

- Short-term bicycle parking. If the new project or an additional alteration is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5% of new visitor motorized vehicle parking spaces being added, with a minimum of one two-bike capacity rack (5.106.4.1.1).

- Long-term bicycle parking. For new buildings with tenant spaces that have 10 or more tenant-occupants, provide secure bicycle parking for 5% of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility (5.106.4.1.2).
- Designated parking for clean air vehicles. In new projects or additions to alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles as shown in Table 5.106.5.2 (5.106.5.2).
- EV charging stations. New construction shall facilitate the future installation of EV supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load. The number of spaces to be provided for is contained in Table 5.106. 5.3.3 (5.106.5.3). Additionally, Table 5.106.5.5.1 specifies requirements for the installation of raceway conduit and panel power requirements for medium- and heavy-duty electric vehicle supply equipment for warehouses, grocery stores, and retail stores.
- Construction waste management. Recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste in accordance with Section 5.408.1.1. 5.405.1.2, or 5.408.1.3; or meet a local construction and demolition waste management ordinance, whichever is more stringent (5.408.1).
- Recycling by Occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage, and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals or meet a lawfully enacted local recycling ordinance, if more restrictive (5.410.1).
- Water conserving plumbing fixtures and fittings. Plumbing fixtures (water closets and urinals) and fittings (faucets and showerheads) shall comply with the following:
 - Water Closets. The effective flush volume of all water closets shall not exceed 1.28 gallons per flush (5.303.3.1)
 - Urinals. The effective flush volume of wall-mounted urinals shall not exceed 0.125 gallons per flush (5.303.3.2.1). The effective flush volume of floor-mounted or other urinals shall not exceed 0.5 gallons per flush (5.303.3.2.2).
 - Showerheads. Single showerheads shall have a minimum flow rate of not more than 1.8 gallons per minute and 80 psi (5.303.3.3.1). When a shower is served by more than one showerhead, the combined flow rate of all showerheads and/or other shower outlets controlled by a single valve shall not exceed 1.8 gallons per minute at 80 psi (5.303.3.3.2).
 - Faucets and fountains. Nonresidential lavatory faucets shall have a maximum flow rate of not more than 0.5 gallons per minute at 60 psi (5.303.3.4.1). Kitchen faucets shall have a maximum flow rate of not more than 1.8 gallons per minute of 60 psi (5.303.3.4.2). Wash fountains shall have a maximum flow rate of not more than 1.8 gallons per minute (5.303.3.4.3). Metering faucets shall not deliver more than 0.20 gallons per cycle (5.303.3.4.4). Metering faucets for wash fountains shall have a maximum flow rate not more than 0.20 gallons per cycle (5.303.3.4.5).
- Outdoor potable water uses in landscaped areas. Nonresidential developments shall comply with a local water efficient landscape ordinance or the current California Department of Water Resources' Model Water Efficient Landscape Ordinance, whichever is more stringent (5.304.1).
- Water meters. Separate submeters or metering devices shall be installed for new buildings or additions in excess of 50,000 square feet or for excess consumption where any tenant within a new building or within an addition that is projected to consume more than 1,000 gallons per day (5.303.1.1 and 5.303.1.2).
- Outdoor water uses in rehabilitated landscape projects equal or greater than 2,500 square feet. Rehabilitated landscape projects with an aggregate landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit (5.304.3).

The 2022 CALGreen Building Standards Code has been adopted in Perris Municipal Code Section 16.08.050.

5.8.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan Healthy Community Element contains the following policies related to GHG emissions that are applicable to the Project:

Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities:

- Perris will ensure that construction activities follow existing South Coast Air Quality Management District (AQMD) rules and regulations.
- All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD.
- Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded.

City of Perris Climate Action Plan

The City of Perris Climate Action Plan (CAP) was adopted by the City Council (Resolution Number 4966) on February 23, 2016. The Perris CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Perris's CAP, including the GHG inventories and forecasts contained within, is based on the Western Riverside Council of Governments (WRCOG) Subregional CAP. The Perris CAP utilized WRCOG's analysis of existing GHG reduction programs and policies that have already been implemented in the subregion and applicable best practices from other regions to assist in meeting the 2020 subregional reduction target. The CAP reduction measures chosen for the City's CAP were based on their GHG reduction potential, cost-benefit characteristics, funding availability, and feasibility of implementation in the City of Perris. The CAP used an inventory base year of 2010 and included emissions from the following sectors: residential energy, commercial/industrial energy, transportation, waste, and wastewater. The CAP's 2020 reduction target is 15% below 2010 levels, and the 2035 reduction target is 47.5% below 2010 levels. The City of Perris is expected to meet these reduction targets through implementation of statewide and local measures. Beyond 2020, Executive Order S-03-05 calls for a reduction of GHG emissions to a level 80% below 1990 levels by 2050.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to greenhouse gas emissions that are applicable to future industrial developments within Phase 2 of the Specific Plan:

- Policy 1.1** Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Policy 2.1** Minimize the air quality impacts of trucks on sensitive receptors by:
- a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination.
 - b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets.
 - c) Providing ingress and egress for trucks away from sensitive receptors.
 - d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors.
 - e) On-site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology.
 - f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access.
 - g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles.
 - h) Encouraging replacement of diesel fleets with new model vehicles.
 - i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor.
 - j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used.
- Policy 2.6** On site motorized operational equipment shall be ZE (Zero Emissions).
- Policy 2.7** Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone.
- Policy 2.8** Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.
- Policy 2.9** Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.
- Policy 2.10** Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.

- Policy 2.11** Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.
- Policy 2.12** Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).
- Policy 2.13** Post signs requiring to turn off truck engines when not in use.
- Policy 5.1** Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property. or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Policy 5.8** Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.
- Goal 6** Implement Construction Practice Requirements in Accordance with State Requirements to Limit Emissions and Noise Impacts from Building Demolition, Renovation, and New Construction
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.
- Policy 6.2** All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.
- Policy 6.7** Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.
- Policy 6.11** Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).
- Policy 6.12** Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.
- Goal 7** Ensure Compliance with the California Environmental Quality Act (CEQA) and State Environmental Agencies

- Policy 7.1** In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.
- Policy 7.2** Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.
- Policy 7.5** Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.
- Policy 7.6** Require signage about CARB regulations.
- Policy 7.7** All building roofs shall be solar-ready.

5.8.3 ENVIRONMENTAL SETTING

Gases that trap heat in the atmosphere are called GHGs. The major concern with GHGs is that increases in their concentrations are contributing to global climate change. Global climate change is a change in the average weather on Earth that can be measured by wind patterns, storms, precipitation, and temperature. Although there is disagreement as to the rate of global climate change and the extent of the impacts attributable to human activities, most in the scientific community agree that there is a direct link between increased emissions of GHGs and long-term global temperature increases.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs). Because different GHGs have different warming potential, and carbon dioxide is the most common reference gas for climate change, GHG emissions are often quantified and reported as carbon dioxide equivalents (CO₂e). For example, sulfur hexafluoride is a GHG commonly used in the utility industry as an insulating gas in circuit breakers and other electronic equipment. Sulfur hexafluoride, while comprising a small fraction of the total GHGs emitted annually worldwide, is a much more potent GHG, with 22,800 times the global warming potential as carbon dioxide. Therefore, an emission of one metric ton (MT) of sulfur hexafluoride could be reported as an emission of 22,800 MT of CO₂e. Large emission sources are reported in million metric tons (MMT) of CO₂e. The principal GHGs are described below, along with their global warming potential.

Carbon dioxide: Carbon dioxide is an odorless, colorless, natural GHG. Carbon dioxide's global warming potential is 1. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic (manmade) sources are from burning coal, oil, natural gas, and wood.

Methane: Methane is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years, and its global warming potential is 28. Methane is extracted from geological deposits (natural gas fields). Other sources are landfills, fermentation of manure, and decay of organic matter.

Nitrous oxide: Nitrous oxide (laughing gas) is a colorless GHG that has a lifetime of 121 years, and its global warming potential is 265. Sources include microbial processes in soil and water, fuel combustion, and industrial processes.

Sulfur hexafluoride: Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas that has a lifetime of 3,200 years and a high global warming potential of 23,500. This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

Perfluorocarbons: Perfluorocarbons have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth's surface. Because of this, they have long lifetimes, between 10,000 and 50,000 years. Their global warming potential ranges from 7,000 to 11,000. Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.

Hydrofluorocarbons: Hydrofluorocarbons are a group of GHGs containing carbon, chlorine, and at least one hydrogen atom. Their global warming potential ranges from 100 to 12,000. Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.

Some of the potential effects in California of global warming may include loss in snowpack, sea level rise, more extreme heat days per year, more high ozone days, more forest fires, and more drought years. Globally, climate change has the potential to impact numerous environmental resources through potential, though uncertain, impacts related to future air temperatures and precipitation patterns. The projected effects of global warming on weather and climate are likely to vary regionally, but are expected to include the following direct effects:

- Higher maximum temperatures and more hot days over nearly all land areas;
- Higher minimum temperatures, fewer cold days and frost days over nearly all land areas;
- Reduced diurnal temperature range over most land areas;
- Increase of heat index over land areas; and
- More intense precipitation events.

There are also many secondary effects that are projected to result from global warming, including global rise in sea level, impacts to agriculture, changes in disease vectors, and changes in habitat and biodiversity. While the possible outcomes and the feedback mechanisms involved are not fully understood and much research remains to be done, the potential for substantial environmental, social, and economic consequences over the long term may be great.

GHGs are produced by both direct and indirect emissions sources. Direct emissions include consumption of natural gas, heating and cooling of buildings, landscaping activities and other equipment used directly by land uses. Indirect emissions include the consumption of fossil fuels for vehicle trips, electricity generation, water usage, and solid waste disposal.

Existing Specific Plan Area Conditions

The Project site includes two vacant single-family residences, remnants of two previously demolished residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School. Greenhouse gas emissions are currently generated from operation of the existing school, related vehicle trips, and by occasional disking and weed control activities onsite.

The Project site is located within the City of Perris. The primary GHG emissions within the City of Perris are from on-road transportation, building energy, waste, and construction.

5.8.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- GHG-1 Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- GHG-2 Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

CEQA Guidelines Section 15064.4 provides discretion to the lead agency whether to: (1) use a model of methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. In addition, CEQA does not provide guidance to determine whether the project's estimated GHG emissions are significant, but recommends that lead agencies consider several factors that may be used in the determination of significance of project related GHG emissions, including:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

CEQA Guidelines Section 15130(f) describes that the effects of GHG emissions are by their very nature cumulative and should be analyzed in the context of CEQA's requirements for cumulative impact analysis. Additionally, CEQA Guidelines Section 15064(h)3 states that a project's incremental contribution to a cumulative impact can be found not cumulatively considerable if the project would comply with an approved plan or mitigation program that provides requirements to avoid or lessen the cumulative problem.

The South Coast Air Quality Management District (AQMD) is the agency responsible for air quality planning and regulation in the South Coast Air Basin, in which the City of Perris is located. The South Coast AQMD addresses the impacts to climate change of projects subject to South Coast AQMD permits as a lead agency if they are the only agency having discretionary approval for the project and acts as a responsible agency when a land use agency must also approve discretionary permits for the project. The South Coast AQMD acts as an expert commenting agency for impacts to air quality. This expertise carries over to GHG emissions, so the agency helps local land use agencies through the development of models and emission thresholds that can be used to address GHG emissions.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. On December 5, 2008, the South Coast AQMD Governing Board adopted an Interim CEQA Greenhouse Gas Significance Threshold of 10,000 MTCO_{2e} per year for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast AQMD has continued to consider the adoption of significance thresholds for projects where the South Coast AQMD is not the lead agency. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a locally adopted greenhouse gas reduction plan. If a project is consistent with a qualifying locally adopted greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

- Tier 3 consists of screening thresholds, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
 - Industrial land uses: 10,000 MTCO₂e per year
 - Option 1: Based on non-industrial land use type:
 - Residential: 3,500 MTCO₂e per year
 - Commercial: 1,400 MTCO₂e per year
 - Mixed use: 3,000 MTCO₂e per year
 - Option 2: All non-industrial land use types: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Percent emission reduction target; this percentage is currently undefined.
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures.
 - Option 3, 2020 Target: For service populations, including residents and employees, 4.8 MTCO₂e per service population per year for projects and 6.6 MTCO₂e per service population per year for plans.
 - Option 3, 2035 Target: 3.0 MTCO₂e per service population per year for projects and 4.1 MTCO₂e per service population per year for plans.

The South Coast AQMD's draft thresholds used the Executive Order S-3-05-year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO₂ concentrations at 450 ppm, thus stabilizing global climate.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain. If CARB adopts statewide significance thresholds, South Coast AQMD staff plan to report back to the South Coast AQMD Governing Board regarding any recommended changes or additions to the South Coast AQMD's interim threshold. The only update to the South Coast AQMD's GHG thresholds since 2010 is that the 10,000 MTCO₂e per year threshold for industrial projects is now included in the South Coast AQMD's March 2023 South Coast AQMD Air Quality Significance Thresholds document that is published for use by local agencies.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MTCO₂e per year threshold of significance for industrial warehousing projects and the draft thresholds for non-industrial projects the purpose of evaluating the GHG impacts associated with proposed general development projects. Other lead agencies through the Basin have also been using these adopted and draft thresholds. The City's evaluation of impacts under the 10,000 MTCO₂e per year threshold of significance is also considered to be conservative since it is being applied to all of the GHG emissions generated by the project (i.e., area sources, energy sources, vehicular sources, solid waste sources, and water sources) whereas the South Coast AQMD's 10,000 MTCO₂e per year threshold of significance applies only to the new stationary sources generated at industrial facilities.

Because the proposed Project includes both industrial and non-industrial (commercial) uses, it is considered to be a mixed-use project this analysis utilizes the 3,000 MTCO₂e per year threshold of significance. The City's use of the 3,000 MTCO₂e per year threshold of significance for the Project is also considered to be appropriate because the existing Harvest Landing Specific Plan designations for the Project site consist of mixed-uses that do not include industrial uses. Thus, for purposes of analysis in this analysis, if Project-related

GHG emissions do not exceed the 3,000 MTCO₂e per year threshold of significance, then Project-related GHG emissions would clearly have a less-than-significant impact pursuant to Threshold GHG-1. On the other hand, if Project-related GHG emissions exceed 3,000 MTCO₂e per year, the Project would be considered a substantial source of GHG emissions.

5.8.5 METHODOLOGY

The California Emissions Estimator Model (CalEEMod) v2022.1 has been used to determine construction and operational GHG emissions for each phase and buildout of the proposed Project, based on the maximum development assumptions outlined in Section 3.0, *Project Description*. The purpose of this model is to calculate construction-source and operational-source GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from measures incorporated into the Project to reduce or minimize GHG emissions. For construction phase Project emissions, GHGs are quantified and, per South Coast AQMD methodology, the total GHG emissions for construction activities are divided by 30 years, and then added to the annual operational phase of GHG emissions.

Mobile-source emissions were modeled based on the increase in daily vehicle trips that would result from the proposed Project. Trip generation rates from the traffic impact analysis prepared for the proposed Project (see Appendix R of this EIR) were modeled to predict long-term operational emissions. The proposed Project analysis includes two scenarios (A and B) that have been evaluated to determine the potential maximum reasonable level of impacts that could occur based on different potential truck trip lengths. Scenario A is based on trip length recommendations from South Coast AQMD's WAIRE Program and Scenario B is based on trip lengths from Streetlight™ data collected for the Project vicinity. This difference in trip lengths would only affect the mobile source emissions, and therefore, is only provided for the mobile source emissions listed below. Additionally, Phase 2 includes a 10.66-acre Overlay area. For purposes of a thorough and conservative analysis, Phase 2 is analyzed in a With Overlay Scenario and in a Without Overlay Scenario, as it is unknown at this time whether the Overlay area would be built out.

CEQA requires the lead agency to consider the extent to which the Project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Therefore, this section addresses whether the Project complies with various programs and measures designed to reduce GHG emissions. There is no statewide program or regional program or plan that has been adopted with which all new development must comply; thus, this analysis has identified the most relevant to the City of Perris and the proposed Project.

5.8.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT GHG-1: THE PROJECT WOULD GENERATE GREENHOUSE GAS EMISSIONS, EITHER DIRECTLY OR INDIRECTLY, THAT MAY HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Specific Plan Buildout

Significant and Unavoidable Impact. Implementation of the proposed Project would generate GHG emissions from construction activities, operational transportation, energy, waste disposal, and area sources (such as onsite equipment). For construction emissions, the South Coast AQMD recommends amortizing emissions over 30 years by calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life, then adding that number to the annual operational phase GHG emissions, which is done within this analysis. Table 5.8-1 provides the estimated construction emissions from Project buildout. These construction emissions include emissions from buildout of the Phase 2 Overlay area.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Table 5.8-1: Project Construction Greenhouse Emissions

Phase	Year	Emissions (MT/yr.)				
		CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Off-Site	2026	106.16	0.00	0.00	0.01	106.62
Phase 1 (2025 OY)	2025	217.19	0.01	0.01	0.06	219.98
	2026	6,978.71	0.20	0.44	4.46	7,118.97
Phase 2 (2030 OY)	2026	25.59	0.00	0.00	0.01	26.20
	2027	1,562.72	0.05	0.10	0.66	1,593.82
	2028	2,898.90	0.09	0.22	1.24	2,967.92
	2029	3,622.59	0.08	0.24	2.75	3,698.66
	2030	4,618.47	0.09	0.25	3.77	4,698.74
Total Construction Emissions		20,030.34	0.52	1.26	12.97	20,430.91
Amortized Construction Emissions		667.68	0.02	0.04	0.43	681.03

Source: EIR Appendix M

Long-term operations of uses proposed by the Project would generate GHG emissions from the following primary sources:

- **Area Source Emissions.** Landscape maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping.
- **Energy Source Emissions.** GHGs are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits carbon dioxide and other GHGs directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.
- **Mobile Source Emissions.** The Project related GHG emissions are derived primarily from vehicle trips generated by the Project, including employee trips to and from the site and truck trips associated with the proposed uses. Trip characteristics from the Traffic Impact Analysis (EIR Appendix R) were utilized to quantify the GHGs from operation of the Project. The analysis of mobile emissions includes two scenarios (A and B) based on different potential truck trip lengths to identify each potential impact. Scenario A is based on trip length recommendations from the South Coast AQMD's WAIRE Program of 15.3 miles for 2-axle, 14.2 miles for 3-axle trucks and 40 miles for 4+-axle trucks. Scenario B is based on trip lengths from Streetlight™ data collected for the Project vicinity that is 31 miles for 2-axle and 3-axle trucks and 71 miles for 4+-axle trucks.
- **Onsite Cargo Handling Equipment Emissions.** It is common for industrial warehouse buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. Mitigation Measure AQ-10 requires that on-site motorized operational equipment for use in industrial and warehousing facilities be zero emissions.
- **Stationary Source Emissions.** It is anticipated that the proposed buildings would utilize diesel fire pumps and emergency generators. This analysis assumes that for operation of Phase 1 of the Project, seven diesel-fueled fire pumps would operate at 300 horsepower for 50 hours during the year and five emergency generators would operate at 300 horsepower for 50 hours during the year. For operation of Phase 2 of the Project 16 diesel-fueled fire pumps would operate at 300 horsepower for 50 hours during the year and 16 emergency generators would operate at 300 horsepower for 50 hours during

the year. Without implementation of the Overlay in Phase 2, the Project would operate 15 diesel-fueled fire pumps for 50 hours during the year and 15 emergency generators for 50 hours during the year.

- **Water Supply, Treatment, and Distribution.** Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required depends on the volume of water as well as the sources of the water. For purposes of analysis, water usage is based on the estimated water demand.
- **Solid Waste.** The proposed land uses would result in the generation and disposal of solid waste. A percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted would be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.
- **Refrigerants.** Air conditioning and refrigeration equipment associated with the buildings are anticipated to generate GHG emissions. CalEEMod automatically generates a default A/C and refrigeration equipment inventory for each project land use subtype based on industry data from the EPA (EIR Appendix B). CalEEMod quantifies refrigerant emissions from leaks during regular operation and routine servicing over the equipment lifetime and then derives average annual emissions from the lifetime estimate. Per 17 CCR 95371, new facilities with refrigeration equipment containing more than 50 pounds of refrigerant are prohibited from utilizing refrigerants with a global warming potential of 150 or greater as of January 1, 2022. As such, it was conservatively assumed that refrigeration systems installed at the cold storage portion of the Project would utilize refrigerants with a global warming potential of 150.

Scenario A With Overlay. The annual GHG emissions associated from the proposed Project in Scenario A with the Overlay are summarized in Table 5.8-2. As shown, construction and operation of Phase 1 would generate a net total of approximately 39,767.50 MTCO_{2e} per year, Phase 2 would generate a total of approximately 46,632.48 MTCO_{2e} per year, and Specific Plan Buildout would generate 82,869.42 MTCO_{2e} per year, which would exceed the significance threshold of 3,000 MTCO_{2e} per year. Therefore, construction and operation of the proposed Project in Scenario A with the Overlay would generate significant GHG emissions that would have a potentially significant effect on the environment.

Scenario A Without Overlay. The annual GHG emissions associated from the proposed Project in Scenario A without the Overlay are summarized in Table 5.8-3. As shown, construction and operation of Phase 1 would generate a net total of approximately 39,767.50 MTCO_{2e} per year, Phase 2 would generate a total of approximately 42,662.95 MTCO_{2e} per year, and Specific Plan Buildout would generate 78,867.88 MTCO_{2e} per year, which would exceed the significance threshold of 3,000 MTCO_{2e} per year. Therefore, construction and operation of the proposed Project without the Overlay would also generate significant GHG emissions that would have a potentially significant effect on the environment.

Scenario B With Overlay. The annual GHG emissions associated from the proposed Project in Scenario B with the Overlay are summarized in Table 5.8-4. As shown, construction and operation of Phase 1 would generate a net total of approximately 45,462.85 MTCO_{2e} per year, Phase 2 would generate a total of approximately 67,842.17 MTCO_{2e} per year, and Specific Plan Buildout would generate 109,258.10 MTCO_{2e} per year, which would exceed the significance threshold of 3,000 MTCO_{2e} per year. Therefore, construction and operation of the proposed Project with the Overlay would generate significant GHG emissions that would have a potentially significant effect on the environment.

Scenario B Without Overlay. The annual GHG emissions associated from the proposed Project in Scenario B without the Overlay are summarized in Table 5.8-5. As shown, construction and operation of Phase 1 would generate a net total of approximately 45,462.85 MTCO_{2e} per year, Phase 2 would generate a total of approximately 61,991.43 MTCO_{2e} per year, and Specific Plan Buildout would generate 103,407.36 MTCO_{2e} per year, which would exceed the significance threshold of 3,000 MTCO_{2e} per year. Therefore,

construction and operation of the proposed Project without the Overlay would also generate significant GHG emissions that would have a potentially significant effect on the environment.

Table 5.8-2: Unmitigated Project Generated Greenhouse Gas Emissions - Scenario A - With Overlay

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	32,009.86	1.57	2.31	47.71	32,784.17
Area Source	43.93	0.00	0.00	0.00	44.09
Energy Source	3,839.67	0.36	0.04	0.00	3,860.45
Water Usage	645.99	14.72	0.35	0.00	1,119.46
Waste	314.72	31.45	0.00	0.00	1,101.08
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
On Site Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	39,767.50				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	32,072.13	0.76	3.87	31.38	33,277.24
Area Source	81.28	0.00	0.00	0.00	81.58
Energy Source	8,269.94	1.05	0.13	0.00	8,333.90
Water Usage	1,064.55	30.25	0.73	0.00	2,037.76
Waste	443.45	44.32	0.00	0.00	1,551.48
Refrigerants	0.00	0.00	0.00	62.04	62.04
Stationary Source	182.78	0.01	0.00	0.00	183.39
On Site Equipment	0.00	0.00	0.00	0.00	663.25
Total CO ₂ e (All Sources)	46,632.48				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	61,549.09	2.09	5.95	61.53	63,435.55
Area Source	125.22	0.01	0.00	0.00	125.67
Energy Source	11,290.60	1.41	0.17	0.00	11,375.34
Water Usage	1,586.46	44.96	1.08	0.00	3,033.14
Waste	758.16	75.78	0.00	0.00	2,652.56
Refrigerants	0.00	0.00	0.00	319.08	319.08
Stationary Source	251.33	0.01	0.00	0.00	252.17
On Site Equipment	0.00	0.00	0.00	0.00	994.88
Total CO ₂ e (All Sources)	82,869.42				

Source: EIR Appendix M

Table 5.8-3: Project Generated Greenhouse Gas Emissions - Scenario A - Without Overlay

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	32,009.86	1.57	2.31	47.71	32,784.17
Area Source	43.93	0.00	0.00	0.00	44.09
Energy Source	3,839.67	0.36	0.04	0.00	3,860.45
Water Usage	645.99	14.72	0.35	0.00	1,119.46
Waste	314.72	31.45	0.00	0.00	1,101.08
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
On Site Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	39,767.50				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	29,280.92	0.69	3.54	28.66	30,381.00
Area Source	74.22	0.00	0.00	0.00	74.49
Energy Source	7,551.34	0.96	0.12	0.00	7,609.75
Water Usage	974.09	27.62	0.66	0.00	1,862.75
Waste	404.92	40.47	0.00	0.00	1,416.66
Refrigerants	0.00	0.00	0.00	56.65	56.65
Stationary Source	171.36	0.01	0.00	0.00	171.93
On Site Equipment	0.00	0.00	0.00	0.00	615.88
Total CO ₂ e (All Sources)	42,621.95				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	58,757.88	2.02	5.61	58.81	60,539.31
Area Source	118.16	0.00	0.00	0.00	118.58
Energy Source	10,572.00	1.32	0.16	0.00	10,651.19
Water Usage	1,496.00	42.34	1.02	0.00	2,858.13
Waste	719.63	71.92	0.00	0.00	2,517.75
Refrigerants	0.00	0.00	0.00	313.69	313.69
Stationary Source	239.90	0.01	0.00	0.00	240.70
On Site Equipment	0.00	0.00	0.00	0.00	947.50
Total CO ₂ e (All Sources)	78,867.88				

Source: EIR Appendix M

Table 5.8-4: Project Generated Greenhouse Gas Emissions - Scenario B - With Overlay

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	37,455.74	1.64	3.11	54.78	38,479.52
Area Source	43.93	0.00	0.00	0.00	44.09
Energy Source	3,839.67	0.36	0.04	0.00	3,860.45
Water Usage	645.99	14.72	0.35	0.00	1,119.46
Waste	314.72	31.45	0.00	0.00	1,101.08
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
On Site Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	45,462.85				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	52,365.97	1.04	6.89	51.57	54,495.93
Mobile Source	81.28	0.00	0.00	0.00	81.58
Area Source	8,269.94	1.05	0.13	0.00	8,333.90
Energy Source	1,064.55	30.25	0.73	0.00	2,037.76
Water Usage	443.45	44.32	0.00	0.00	1,551.48
Waste	0.00	0.00	0.00	62.04	62.04
Refrigerants	182.78	0.01	0.00	0.00	183.39
Stationary Source	0.00	0.00	0.00	0.00	663.25
On Site Equipment	52,365.97	1.04	6.89	51.57	54,495.93
Total CO ₂ e (All Sources)	67,842.17				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	86,787.66	2.43	9.70	86.65	89,824.23
Area Source	125.22	0.01	0.00	0.00	125.67
Energy Source	11,290.60	1.41	0.17	0.00	11,375.34
Water Usage	1,586.46	44.96	1.08	0.00	3,033.14
Waste	758.16	75.78	0.00	0.00	2,652.56
Refrigerants	0.00	0.00	0.00	319.08	319.08
Stationary Source	251.33	0.01	0.00	0.00	252.17
On Site Equipment	0.00	0.00	0.00	0.00	994.88
Total CO ₂ e (All Sources)	109,258.10				

Source: EIR Appendix M

Table 5.8-5: Project Generated Greenhouse Gas Emissions Scenario B Without Overlay

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	37,455.74	1.64	3.11	54.78	38,479.52
Area Source	43.93	0.00	0.00	0.00	44.09
Energy Source	3,839.67	0.36	0.04	0.00	3,860.45
Water Usage	645.99	14.72	0.35	0.00	1,119.46
Waste	314.72	31.45	0.00	0.00	1,101.08
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
On Site Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	45,462.85				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	47,806.19	0.95	6.29	47.09	49,750.48
Area Source	74.22	0.00	0.00	0.00	74.49
Energy Source	7,551.34	0.96	0.12	0.00	7,609.75
Water Usage	974.09	27.62	0.66	0.00	1,862.75
Waste	404.92	40.47	0.00	0.00	1,416.66
Refrigerants	0.00	0.00	0.00	56.65	56.65
Stationary Source	171.36	0.01	0.00	0.00	171.93
On Site Equipment	0.00	0.00	0.00	0.00	615.88
Total CO ₂ e (All Sources)	61,991.43				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	82,227.88	2.34	9.09	82.17	85,078.79
Area Source	118.16	0.00	0.00	0.00	118.58
Energy Source	10,572.00	1.32	0.16	0.00	10,651.19
Water Usage	1,496.00	42.34	1.02	0.00	2,858.13
Waste	719.63	71.92	0.00	0.00	2,517.75
Refrigerants	0.00	0.00	0.00	313.69	313.69
Stationary Source	239.90	0.01	0.00	0.00	240.70
On Site Equipment	0.00	0.00	0.00	0.00	947.50
Total CO ₂ e (All Sources)	103,407.36				

Source: EIR Appendix M

Mitigated GHG Emissions

As detailed above, the proposed Project would exceed the significance threshold of 3,000 MTCO₂e per year in each of the scenarios. Therefore, Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5 have been included to reduce GHG emissions from both construction and operation activities to the maximum extent feasible.

Scenario A With Overlay. The estimated Project-related GHG emissions with implementation of these mitigation measures are summarized in Table 5.8-6 for Scenario A with Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 38,167.70 MTCO₂e per year, Phase 2 would generate a total of approximately 44,392.99 MTCO₂e per year, and Specific Plan Buildout would generate 79,114.37 MTCO₂e per year, which would exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, despite implementation of Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario A Without Overlay. The estimated Project-related GHG emissions with implementation of these mitigation measures are summarized in Table 5.8-7 for Scenario A without Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 38,167.70 MTCO₂e per year, Phase 2 would generate a total of approximately 40,574.60 MTCO₂e per year, and Specific Plan Buildout would generate 75,295.97 MTCO₂e per year, which would exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, despite implementation of Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario B With Overlay. The estimated Project-related GHG emissions with implementation of mitigation measures are summarized in Table 5.8-8 for Scenario B with Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 43,863.05 MTCO₂e per year, Phase 2 would generate a total of approximately 65,611.68 MTCO₂e per year, and Specific Plan Buildout would generate 105,503.05 MTCO₂e per year, which would exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, despite implementation of Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario B Without Overlay. The estimated Project-related GHG emissions with implementation of mitigation measures are summarized in Tables 5.8-6 for Scenario A with Overlay. As shown, construction and operation of Phase 1 would generate a net total of approximately 43,863.05 MTCO₂e per year, Phase 2 would generate a total of approximately 59,944.09 MTCO₂e per year, and Specific Plan Buildout would generate 99,835.45 MTCO₂e per year, which would exceed the significance threshold of 3,000 MTCO₂e per year. Therefore, despite implementation of Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Table 5.8-6: Project Generated Greenhouse Gas Emissions - Scenario A - With Overlay - With Mitigation

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	32,009.86	1.57	2.31	47.71	32,784.17
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	3,479.15	0.33	0.04	0.00	3,497.83
Water Usage	470.21	10.68	0.26	0.00	813.71
Waste	142.34	14.23	0.00	0.00	497.99
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Total CO ₂ e (All Sources)	38,167.70				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	32,072.13	0.76	3.87	31.38	33,277.24
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	8,274.89	1.05	0.13	0.00	8,338.89
Water Usage	772.98	21.91	0.53	0.00	1,477.99
Waste	177.38	17.73	0.00	0.00	620.59
Refrigerants	0.00	0.00	0.00	62.04	62.04
Stationary Source	182.78	0.01	0.00	0.00	183.39
Total CO ₂ e (All Sources)	44,392.99				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	61,549.09	2.09	5.95	61.53	63,435.55
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	11,023.97	1.38	0.16	0.00	11,106.66
Water Usage	1,152.79	32.59	0.78	0.00	2,201.30
Waste	319.72	31.95	0.00	0.00	1,118.58
Refrigerants	0.00	0.00	0.00	319.08	319.08
Stationary Source	251.33	0.01	0.00	0.00	252.17
Total CO ₂ e (All Sources)	79,114.37				

Source: EIR Appendix M

Table 5.8-7: Project Generated Greenhouse Gas Emissions - Scenario A - Without Overlay - With Mitigation

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	32,009.86	1.57	2.31	47.71	32,784.17
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	3,479.15	0.33	0.04	0.00	3,497.83
Water Usage	470.21	10.68	0.26	0.00	813.71
Waste	142.34	14.23	0.00	0.00	497.99
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Total CO ₂ e (All Sources)	38,167.70				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	29,280.92	0.69	3.54	28.66	30,381.00
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	7,555.86	0.96	0.12	0.00	7,614.30
Water Usage	707.45	20.01	0.48	0.00	1,351.21
Waste	161.97	16.19	0.00	0.00	566.67
Refrigerants	0.00	0.00	0.00	56.65	56.65
Stationary Source	171.36	0.01	0.00	0.00	171.93
Total CO ₂ e (All Sources)	40,574.60				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	58,757.88	2.02	5.61	58.81	60,539.31
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	10,304.95	1.28	0.15	0.00	10,382.07
Water Usage	1,087.26	30.68	0.74	0.00	2,074.52
Waste	304.30	30.41	0.00	0.00	1,064.65
Refrigerants	0.00	0.00	0.00	313.69	313.69
Stationary Source	239.90	0.01	0.00	0.00	240.70
Total CO ₂ e (All Sources)	75,295.97				

Source: EIR Appendix M

Table 5.8-8: Project Generated Greenhouse Gas Emissions - Scenario B - With Overlay - With Mitigation

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	37,455.74	1.64	3.11	54.78	38,479.52
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	3,479.15	0.33	0.04	0.00	3,497.83
Water Usage	470.21	10.68	0.26	0.00	813.71
Waste	142.34	14.23	0.00	0.00	497.99
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Total CO ₂ e (All Sources)	43,863.05				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	52,365.97	1.04	6.89	51.57	54,495.93
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	8,274.89	1.05	0.13	0.00	8,338.89
Water Usage	772.98	21.91	0.53	0.00	1,477.99
Waste	177.38	17.73	0.00	0.00	620.59
Refrigerants	0.00	0.00	0.00	62.04	62.04
Stationary Source	182.78	0.01	0.00	0.00	183.39
Total CO ₂ e (All Sources)	65,611.68				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	86,787.66	2.43	9.70	86.65	89,824.23
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	11,023.97	1.38	0.16	0.00	11,106.66
Water Usage	1,152.79	32.59	0.78	0.00	2,201.30
Waste	319.72	31.95	0.00	0.00	1,118.58
Refrigerants	0.00	0.00	0.00	319.08	319.08
Stationary Source	251.33	0.01	0.00	0.00	252.17
Total CO ₂ e (All Sources)	105,503.05				

Source: EIR Appendix M

Table 5.8-9: Project Generated Greenhouse Gas Emissions - Scenario B - Without Overlay - With Mitigation

Emission Source	Emissions (MT/yr)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	243.40	0.01	0.01	0.15	248.19
Mobile Source	37,455.74	1.64	3.11	54.78	38,479.52
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	3,479.15	0.33	0.04	0.00	3,497.83
Water Usage	470.21	10.68	0.26	0.00	813.71
Waste	142.34	14.23	0.00	0.00	497.99
Refrigerants	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Total CO ₂ e (All Sources)	43,863.05				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	47,806.19	0.95	6.29	47.09	49,750.48
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	7,555.86	0.96	0.12	0.00	7,614.30
Water Usage	707.45	20.01	0.48	0.00	1,351.21
Waste	161.97	16.19	0.00	0.00	566.67
Refrigerants	0.00	0.00	0.00	56.65	56.65
Stationary Source	171.36	0.01	0.00	0.00	171.93
Total CO ₂ e (All Sources)	59,944.09				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	667.68	0.02	0.04	0.43	681.03
Mobile Source	82,227.88	2.34	9.09	82.17	85,078.79
Area Source	0.00	0.00	0.00	0.00	0.00
Energy Source	10,304.95	1.28	0.15	0.00	10,382.07
Water Usage	1,087.26	30.68	0.74	0.00	2,074.52
Waste	304.30	30.41	0.00	0.00	1,064.65
Refrigerants	0.00	0.00	0.00	313.69	313.69
Stationary Source	239.90	0.01	0.00	0.00	240.70
Total CO ₂ e (All Sources)	99,835.45				

Source: EIR Appendix M

As detailed above, the proposed Project would exceed the significance threshold of 3,000 MTCO₂e per year in each of the scenarios after implementation of Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5. The majority of the GHG emissions (80% for Scenario A and 85% for Scenario B) are associated with mobile sources. Emissions of motor vehicles are controlled by State and Federal standards, and the City and Project Applicant has no control over these emissions. Thus, impacts related to GHG emissions would be significant and unavoidable.

IMPACT GHG-2: THE PROJECT WOULD CONFLICT WITH AN APPLICABLE PLAN, POLICY OR REGULATION ADOPTED FOR THE PURPOSE OF REDUCING THE EMISSIONS OF GREENHOUSE GASES.*Specific Plan Buildout***Significant and Unavoidable Impact.****City of Perris CAP**

As described previously, the City of Perris CAP was designed to reinforce the City's commitment to reducing GHG emissions and demonstrate compliance with the State's GHG emissions reduction standards. The measures identified in the CAP represent the City's actions to achieve the GHG reduction targets of AB 32 for target year 2020. Local measures incorporated in the CAP include:

- Energy measure that directs the City to create an energy action plan to reduce energy consumption citywide;
- Land use and transportation measures that encourage alternative modes of transportation (walking, biking, and transit), reduce motor vehicle use by allowing a reduction in parking supply, voluntary transportation demand management to reduce vehicle miles traveled, and land use strategies that improve jobs-housing balance (increased density and mixed-use); and
- Solid waste measures that reduce landfilled solid waste in the City.

The Project is subject to California Building Code requirements. New buildings must meet the applicable building code requirements and standards in place at the time building permit documentation submittals are made. The CALGreen Code is updated on a regular basis, with the most recently approved 2022 CALGreen standards having taken effect on January 1, 2023. As construction of the Project is anticipated to be started in 2025, it is presumed that the Project would be required to comply with the Title 24 standards in place at that time. The Project would include sidewalks, bike racks, pedestrian walkways, and TDM measures, in compliance with Mitigation Measure AQ-11, to encourage the use of alternative modes of transportation (walking and biking). Furthermore, the Project would be designed to achieve LEED Silver certification, as included in Mitigation Measure GHG-4. Therefore, the Project would be consistent with the policies and goals of the Perris CAP and would not conflict with the CAP.

AB 32 & SB 32

The Project would include contemporary, energy-efficient/energy-conserving design features and operational procedures. The proposed Project would interfere with the State's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; or AB 1279's target of achieving carbon neutrality by 2045 because it does interfere with implementation of the GHG reduction measures listed in CARB's 2022 Scoping Plan and results in a substantial increase in GHG emissions that exceed thresholds. CARB's Updated Scoping Plan reflects the 2045 target of carbon neutrality as codified by AB 1279.

The development resulting from the Project would include sustainable design features related to reduction of GHG emissions and would be consistent with the following existing regulatory requirements.

- Pavley emissions standard and Low Carbon Fuel Standard: Pavley emissions standards (AB 1493) apply to all new passenger vehicles starting with model year 2009, and the Low Carbon Fuel Standard became effective in 2010 and regulates the transportation fuel used. The second phase of implementation of the Pavley regulations per AB 1493 is referred to as the Advanced Clean Car program, which combines

the control of smog-causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The regulation will reduce GHGs from new cars by 34 percent from 2016 levels by 2025. The Project would be consistent with these requirements as they apply to all new passenger vehicles and vehicle fuel purchased in California.

- **Medium/Heavy-Duty Vehicle Regulations:** Medium/heavy-duty vehicle regulations are implemented by the State to reduce emissions from trucks. Since the proposed Project has a large truck component, these regulations would aid in reducing GHG emissions from the Project. The Project is consistent with this measure and its implementation as medium and heavy-duty vehicles associated with construction and operation of the Project would be required to comply with the requirements of this regulation.
- **Tractor-Trailer Greenhouse Gas Regulation:** Tractor-trailers subject to this State regulation are primarily 53-foot or longer box-type trailers, are required to be either use EPA SmartWay certified tractors and trailers or retrofit their existing fleet with SmartWay verified technologies. The Project is consistent with this regulation, as it applies to specific trucks that are used throughout the State.
- **Energy Efficiency – Title 24, Part 6:** The proposed Project subject to the Title 24, Part 6 building energy efficiency requirements that offer builders better windows, insulation, lighting, ventilation systems, and other features as listed in Section 5.8.2, *Regulatory Setting* that reduce energy consumption. Compliance with the Title 24, Part 6 standards would be verified by the City during building permitting process.
- **Renewable Portfolio Standard.** As a customer of Southern California Edison, the future tenants of the Project would purchase from an increasing supply of renewable energy sources and more efficient baseload generations, reduce GHG emissions, and be consistent with this requirement.
- **Million Solar Roofs Program:** The Project is consistent with this scoping plan measure as the Project would provide solar-ready roofs.
- **Water Efficiency and Waste Diversion:** Development and operation of the Project would be implemented in consistency with water conservation requirements (as included in Title 24) and solid waste recycling and landfill diversion requirements of the State (as required by Mitigation Measure GHG-1).

Further, the Project is consistent with AB 32 and SB 32 through implementation of measures that address GHG emissions related to building energy, solid waste management, wastewater, and water conveyance. However, the GHG emissions generated by vehicular and truck trips generated by the Project cannot be reduced by the City or Project Applicant and would result in a substantial exceedance of thresholds. Therefore, a conflict with AB 32 and SB 32 would occur.

CARB Scoping Plan

As detailed in Section 5.8.2, *Regulatory Setting*, the CARB Scoping Plan recommends actions for achieving carbon neutrality through reduced GHG emissions levels. New development pursuant to the proposed Project would include energy-efficient/energy-conserving design features. However, the Project would interfere with the State's implementation of AB 1279's target of 85 percent below 1990 levels and carbon neutrality by 2045 because it is not consistent with the VMT reductions listed in CARB's most recent Scoping Plan (2022) and would result in a substantial exceedance of GHG thresholds. As demonstrated in Table 5.8-10, the Project is consistent with the remaining Scoping Plan Actions.

Table 5.8-10: Project Consistency with the CARB 2022 Scoping Plan Actions

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40 percent below 1990 levels by 2030.	Not Consistent. Development pursuant to the proposed Project would comply with the Title 24, Part 6, building energy requirements along with other local and State initiatives that aim to achieve the 40 percent below 1990 levels by 2030 goal. This would be ensured through the City's existing development permitting process. Further, Mitigation Measures AQ-1 through AQ-19 and Mitigation Measures GHG-1 through GHG-5 would require emissions reduction measures, which would lower GHG emissions buildout of the proposed Project. However, as detailed previously, implementation of the Project would result in GHG emissions that would far exceed South Coast AQMD thresholds and would result in a significant and unavoidable impact.
Smart Growth/Vehicle Miles Traveled VMT	
VMT per capita reduced 25 percent below 2019 levels by 2030, and 30 percent below 2019 levels by 2045.	Not Consistent. As discussed in Section 5.16, <i>Transportation</i> , with implementation of the design features and mitigation measures, buildout of the Specific Plan would still result in a VMT/SP that is 1.18 percent above the threshold in Baseline (2024) conditions and 5.33 percent above the threshold during General Plan buildout (2045) conditions. Therefore, despite implementation of mitigation measures, impacts related to VMT from the commercial component of Phase 1 and buildout of the Specific Plan would be significant and unavoidable.
Light-Duty Vehicle (LDV) Zero-Emission Vehicles (ZEVs)	
100 percent of LDV sales are ZEV by 2035.	Consistent. Development Projects would be designed and constructed in accordance with the Title 24 Part 6 and Part 11 requirements, which includes ZEV designated parking spaces and charging stations.
Truck ZEVs	
100 percent of medium-duty (MDV)/HDC sales are ZEV by 2040 (AB 74 University of California Institute of Transportation Studies [ITS] report).	Consistent. The new development pursuant to the proposed Project would be designed and constructed in accordance with the most updated Title 24 regulations and would implement Mitigation Measure AQ-13, which requires prewiring for truck ZEV charging stations and/or providing electrical plug-ins at applicable locations.
Aviation	
20 percent of aviation fuel demand is met by electricity (batteries) or hydrogen (fuel cells) in 2045. Sustainable aviation fuel meets most or the rest of the aviation fuel demand that has not already transitioned to hydrogen or batteries.	Not Applicable. Development and operation of the proposed Project would not utilize aviation fuel.
Ocean-going Vessels (OGV)	
2020 OGV At-Berth regulation fully implemented, with most OGVs utilizing shore power by 2027. 25 percent of OGVs utilize hydrogen fuel cell electric technology by 2045.	Not Applicable. Development and operation of the proposed Project would not utilize any OGVs.

Action	Consistency
Port Operations	
100 percent of cargo handling equipment is zero-emission by 2037. 100 percent of drayage trucks are zero emission by 2035.	Not Applicable. Development and operation of the proposed Project would not impact any operations at any ports.
Freight and Passenger Rail	
100 percent of passenger and other locomotive sales are ZEV by 2030. 100 percent of line haul locomotive sales are ZEV by 2035. Line haul and passenger rail rely primarily on hydrogen fuel cell technology, and others primarily utilize electricity.	Not Applicable. Development and operation of the proposed Project would not involve any rail operations.
Oil and Gas Extraction	
Reduce oil and gas extraction operations in line with petroleum demand by 2045.	Not Applicable. The proposed Project would not involve any oil or gas extraction.
Petroleum Refining	
CCS on majority of operations by 2030, beginning in 2028. Production reduced in line with petroleum demand.	Not Applicable. The proposed Project would not involve any petroleum refining.
Electricity Generation	
Sector GHG target of 38 million metric tons of carbon dioxide equivalent (MTCO _{2e}) in 2030 and 30 MTCO _{2e} in 2035. Retail sales load coverage of 20 gigawatts (GW) of offshore wind by 2045. Meet increased demand for electrification without new fossil gas-fired resources.	Consistent. The proposed Project would comply with the Title 24, Part 6 building requirements, including related to renewable energy generation requirements as well as improved insulation reducing energy consumption.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project would comply with the Title 24, Part 6 building energy requirements.
Existing Residential Buildings	
80 percent of appliance sales are electric by 2030 and 100 percent of appliance sales are electric by 2035. Appliances are replaced at end of life such that by 2030 there are 3 million all-electric and electric-ready homes—and by 2035, 7 million homes—as well as contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project does not involve the operation of any existing residential buildings. However, appliances within Project buildings would comply with the Title 24, Part 6 building energy requirements.
Existing Commercial Buildings	
80 percent of appliance sales are electric by 2030, and 100 percent of appliance sales are electric by 2045. Appliances are replaced at end of life, contributing to 6 million heat pumps installed statewide by 2030.	Consistent. The proposed Project does not involve the continued operations of existing commercial buildings. However, appliances within Project buildings would comply with the Title 24, Part 6 building energy requirements.
Energy Demand	
7.5 percent of energy demand electrified directly and/or indirectly by 2030; 75 percent by 2045.	Consistent. The proposed Project would comply with the Title 24, Part 6 building energy requirements, including renewable energy generation requirements, as well as improved insulation reducing energy consumption.

Action	Consistency
Construction Equipment	
25 percent of energy demand electrified by 2030 and 75 percent electrified by 2045.	Consistent. Through City permitting, the proposed Project would be required to use construction equipment that is registered by CARB and meet CARB's standards. CARB sets its standards to be in line with the goal of reducing energy demand by 25 percent in 2030 and 75 percent in 2045.
Energy Generation	
Electrify 0 percent of boilers by 2030 and 100 percent of boilers by 2045. Hydrogen for 25 percent of process heat by 2035 and 100 percent by 2045. Electrify 100 percent of other energy demand by 2045.	Consistent. The proposed Project would comply with the Title 24, Part 6 building energy requirements, including installing electrical wiring for all built in appliances, electric outlets for landscape equipment, solar panels, and provision of electric charging stations.
Stone, Clay, Glass, and Cement	
CCS on 40 percent of operations by 2035 and on all facilities by 2045. Process emissions reduced through alternative materials and CCS.	Not Applicable. Uses proposed do not involve manufacturing or storage of stone, clay, glass, or cement.
Other Industrial Manufacturing	
0 percent energy demand electrified by 2030 and 50 percent by 2045.	Not Applicable. The proposed Project would comply with the Title 24, Part 6, including increases in renewable energy generation requirements as well as improved insulation reducing energy consumption.
Combined Heat and Power	
Facilities retire by 2040.	Not Applicable. The proposed Project does not involve any existing combined heat and power facilities.
25 percent energy demand electrified by 2030 and 75 percent by 2045.	Not Applicable. The proposed Project does not involve generation of energy; but Project buildings would comply with the Title 24 renewable energy generation requirements.
Low Carbon Fuels for Transportation	
Biomass supply is used to produce conventional and advanced biofuels, as well as hydrogen.	Not Applicable. The proposed Project does not involve any production of biofuels.
Low Carbon Fuels for Buildings and Industry	
In 2030s, biomethane ¹³⁵ blended in pipeline Renewable hydrogen blended in fossil gas pipeline at 7 percent energy (~20 percent by volume), ramping up between 2030 and 2040. In 2030s, dedicated hydrogen pipelines constructed to serve certain industrial clusters	Not Applicable. The proposed Project does not involve any production of fuels for buildings and industry.
Non-combustion Methane Emissions	
Increase landfill and dairy digester methane capture. Some alternative manure management deployed for smaller dairies. Moderate adoption of enteric strategies by 2030. Divert 75 percent of organic waste from landfills by 2025. Oil and gas fugitive methane emissions reduced 50 percent by 2030 and further reductions as infrastructure components retire in line with reduced fossil gas demand.	Not Applicable. The proposed Project does not involve any landfill and/or dairy uses.

Action	Consistency
High GWP Potential Emissions	
Low GWP refrigerants introduced as building electrification increases, mitigating HFC emissions.	Consistent. The new development pursuant to the proposed Project would comply with the Title 24, Part 6, building energy requirements, including use of low GWP refrigerants, which would be verified through the City's existing development permitting process.

City of Perris General Plan

As detailed in Table 5.8-11, the Project would not conflict with the relevant General Plan policies related to GHG emissions.

Table 5.8-11: Project Consistency with the City General Plan Policies Related to GHGs

General Plan Policy	Consistency
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities.</p> <ul style="list-style-type: none"> Perris will ensure that construction activities follow existing South Coast AQMD rules and regulations. All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For projects that may exceed daily construction emissions established by the South Coast AQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the South Coast AQMD. Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	<p>Consistent. The proposed Project would follow all applicable South Coast AQMD policies for construction and would implement best management practices during construction of the Project.</p>

Overall, the proposed Project would result in a conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs due to the volume of GHG emissions that would be generated by the proposed Project.

Nevertheless, the Project would be implemented in compliance with State energy standards provided in Title 24, in addition to provision of sustainable design features, and the mitigation measures listed herein. In addition, the Project would be consistent with the relevant Perris General Plan goal and policies and the City of Perris CAP.

However, the Project would interfere with the State's implementation of Executive Order B-30-15 and SB 32's target of reducing statewide GHG emissions to 40 percent below 1990 levels by 2030; Executive Order S-3-05's target of reducing statewide GHG emissions to 80 percent below 1990 levels by 2050; and AB 1279's goal of statewide carbon neutrality by 2045 because it would not be consistent with the CARB 2022 Scoping Plan, which is intended to achieve the reduction targets required by the State. Overall, the volume of GHG emissions generated by the Project after implementation of mitigation measures would be considerably above the South Coast AQMD threshold of significance, and therefore, the Project would

result in a significant and unavoidable impact related to conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.8.7 CUMULATIVE IMPACTS

GHG emissions impacts are assessed in a cumulative context since no single project can cause a discernible change to climate. Climate change impacts are the result of incremental contributions from natural processes, and past and present human-related activities. Therefore, the area in which a proposed project in combination with other past, present, or future projects, could contribute to a significant cumulative climate change impact would not be defined by a geographical boundary such as a project site or combination of sites, city or air basin. GHG emissions have high atmospheric lifetimes and can travel across the globe over a period of 50 to 100 years or more. Even though the emissions of GHGs cannot be defined by a geographic boundary and are effectively part of the global issue of climate change, CEQA places a boundary for the analysis of impacts at the state's borders. Thus, the geographic area for analysis of cumulative GHG emissions impacts is the State of California.

Executive Order S-3-05, Executive Order B-30-15, AB 32, and SB 32 recognizes that California is the source of substantial amounts of GHG emissions and recognizes the significance of the cumulative impact of GHG emissions from sources throughout the state and sets performance standards for reduction of GHGs.

The analysis of GHG emission impacts under CEQA contained in this Draft EIR effectively constitutes an analysis of the Project's contribution to the cumulative impact of GHG emissions. As described previously, the City's evaluation of impacts using the South Coast AQMD's 3,000 MTCO_{2e}/year threshold of significance is conservative since it is being applied to all of the GHG emissions generated by the Project. As detailed in Tables 5.8-6 through 5.8-9, the estimated GHG emissions from development and operation of the Project would exceed the South Coast AQMD's threshold after implementation of mitigation measures. As detailed previously, the majority (80-85%) of the GHG emissions generated by the Project are associated mobile sources that are controlled by State and Federal standards, and the City and Project Applicant has no control over these emissions. Therefore, Project emissions would exceed thresholds after implementation of regulations and mitigation, and the contribution of the Project to significant cumulative GHG impacts would be cumulatively considerable, and cumulative impacts would be significant.

5.8.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

State

- Clean Car Standards – Pavley Assembly Bill 1493
- California Executive Order S-3-05
- Assembly Bill 32 (Global Warming Solutions Act of 2006)
- Senate Bill 375
- California Executive Order B-30-15
- Senate Bill 32
- California Green Building Standards Code (Code of Regulations, Title 24 Part 6)
- Assembly Bill 1279

*Local***City of Perris General Plan Healthy Community Element**

- Policy HC 6.3: reducing emissions from construction activities

City of Perris Climate Action Plan

5.8.9 PROJECT DESIGN FEATURES

None.

5.8.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impact GHG-1 and GHG-2 would be potentially significant.

5.8.11 MITIGATION MEASURES

Mitigation Measures AQ-1 through AQ-19, as included in Section 5.3, *Air Quality*.

Mitigation Measure GHG-1: The Project plans and specifications shall require that, prior to receipt of occupancy permits, separate recycling bins shall be provided within each commercial/industrial building and large external recycling collection bins shall be provided at central locations in the commercial and industrial land uses for collection truck pickup. In addition, the Project shall provide a commercial recycling/composting program that provides a minimum 50 percent diversion of waste for the commercial land uses. In addition, the Project shall provide an industrial recycling program that provides a minimum 60 percent diversion of waste for the industrial land uses.

Mitigation Measure GHG-2: The Project landscape plans and specifications shall require that drought tolerant low-water landscaping and trees be installed throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers.

Mitigation Measure GHG-3: The Project plans and specifications shall require that the Project shall implement a Water Conservation Strategy and demonstrate a minimum 20 percent reduction in indoor and outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Prior to the issuance of building permits for the Project, the Project applicant shall provide building plans that could include the following water conservation measures:

- Install low-water use appliances and fixtures
- Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces
- Implement water-sensitive urban design practices in new construction
- Install rainwater collection systems

Mitigation Measure GHG-4: The Project plans and specifications shall require that all development within the MBU areas shall achieve certification of compliance or demonstrate equivalency with LEED Silver building standards. Prior to the issuance of building permits, the Project Applicant or successor in interest shall provide documentation to the City of Perris demonstrating that each development is designed to achieve energy efficient buildings equivalent to LEED Silver building standards with the following design criteria options:

- Five percent of all parking spaces shall have Level 2 or Level 3 charging capacity.
- Ten percent of all parking spaces shall have EV-ready conduit.
- Building envelopes insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs.
- Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less SHGC.
- All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance.
- All heating/cooling ducting within the commercial and industrial buildings shall be insulated with R6 or greater insulation.
- All heating and cooling equipment shall be ERR 14/78 percent AFUE, or 7.7 HSPF levels of efficiency or greater.
- All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0.72 Energy Factor or greater.
- Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts.
- All appliances within the commercial and industrial land uses shall be energy star rated appliances.
- All water fixtures shall be water efficient (toilets/urinals [1.5 GPM or less], showerheads [2.0 GPM or less], and faucets [1.28 GPM or less]).

Mitigation Measure GHG-5: The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards. The entire roof of the office section of each industrial building shall be designed to support solar installations; and, once the building tenant has been identified, solar panels shall be installed in order to generate enough energy to meet 100% of the building office's energy needs.

5.8.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements and the mitigation measures listed above, impacts related to GHG emissions would remain above the 3,000 MTCO_{2e} per year threshold of significance, and impacts associated with GHG emissions for both Impact GHG-1 and GHG-2 would be significant and unavoidable.

5.8.13 REFERENCES

City of Perris. (July 2005a). *General Plan 2030*. Retrieved September 12, 2023, from <https://www.cityofperris.org/departments/development-services/general-plan>

City of Perris. (July 2005b). *General Plan 2030 Environmental Impact Report*. Retrieved September 12, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

Urban Crossroads. (April 2025). *Harvest Landing Greenhouse Gas Analysis*. (EIR Appendix M)

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5.9 Hazards and Hazardous Materials

5.9.1 INTRODUCTION

This section considers the nature and range of foreseeable hazardous materials, airport hazards, and physical hazards and impacts that would result from implementation of the Project. It identifies the ways that hazardous materials, airport hazards, and other types of hazards could expose people and the environment to various health and safety risks during construction activities and operation of Project.

This section also describes routine hazardous materials that are likely to be used, handled, or processed within the Project area, and the potential for upset and accident conditions in which hazardous materials could be released. The impact analysis identifies ways in which hazardous materials might be routinely used, stored, handled, processed, or transported, and evaluates the extent to which existing and future populations could be exposed to hazardous materials. This analysis also addresses ways in which the Project may result in safety hazards for the public or future employees onsite. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Phase I Environmental Site Assessment*, prepared by SCS Engineers, 2019, included as EIR Appendix N

5.9.2 REGULATORY SETTING

5.9.2.1 Federal Regulations

Resource Conservation and Recovery Act of 1976

Federal hazardous waste regulations are generally promulgated under the Resource Conservation and Recovery Act (RCRA). Pursuant to the RCRA, the United States Environmental Protection Agency (EPA) regulates the generation, transportation, treatment, storage, and disposal of hazardous waste in a “cradle to grave” manner. The RCRA was designed to protect human health and the environment, reduce/eliminate the generation of hazardous waste, and conserve energy and natural resources. The EPA has largely delegated responsibility for implementing the RCRA program in California to the State, which implements this program through the California Hazardous Waste Control Law.

The RCRA regulates landfill siting, design, operation, and closure (including identifying liner and capping requirements) for licensed landfills. In California, the RCRA landfill requirements are delegated to the California Department of Resources Recycling and Recovery (CalRecycle), which is discussed in detail below.

The RCRA allows the EPA to oversee the closure and post-closure of landfills. Additionally, the federal Safe Drinking Water Act, 40 CFR Part 141, gives the EPA the power to establish water quality standards and beneficial uses for waters from below- or above-ground sources of contamination. For the Project area, water quality standards are administered by the Regional Water Quality Control Board (Regional Water Board).

The RCRA also allows the EPA to control risk to human health at contaminated sites. Vapor intrusion presents a significant risk to human populations overlying contaminated soil and groundwater and is considered when conducting human health risk assessments and developing Remedial Action Objectives.

Occupational Safety and Health Act of 1970

Federal and state occupational health and safety regulations also contain provisions regarding hazardous waste management through the Occupational Safety and Health Act of 1970 (amended), which is implemented by the U.S. Department of Labor Occupational Safety and Health Administration (OSHA). Title 29 of the Code of Federal Regulations (29 CFR) requires special training of handlers of hazardous materials; notification to employees who work in the vicinity of hazardous materials; acquisition from the manufacturer of material safety data sheets, which describe the proper use of hazardous materials; and training of employees to remediate any hazardous material accidental releases. OSHA regulates the administration of 29 CFR.

OSHA also establishes standards regarding safe exposure limits for chemicals to which construction workers may be exposed. Safety and Health Regulations for Construction (29 CFR Part 1926.65 Appendix C) contains requirements for construction activities, which include occupational health and environmental controls to protect worker health and safety. The guidelines describe the health and safety plan(s) that must be developed and implemented during construction, including associated training, protective equipment, evacuation plans, chains of command, and emergency response procedures.

Adherence to applicable hazard-specific OSHA standards is required to maintain worker safety. For example, methane is regulated by OSHA under 29 CFR Part 1910.146 with regard to worker exposure to a “hazardous atmosphere” within confined spaces where the presence of flammable gas vapor or mist is in excess of 10 percent of the lower explosive limit. Title 49 of the Code of Federal Regulations governs the manufacture of packaging and transport containers, packing and repacking, labeling, and the marking of hazardous material transport. Title 42, Part 82 governs solid waste disposal and resource recovery.

Hazardous Materials Transportation Act

The transportation of hazardous materials is regulated by the Hazardous Materials Transportation Act, which is administered by the Research and Special Programs Administration of the US Department of Transportation. The Hazardous Materials Transportation Act provides the Department of Transportation with a broad mandate to regulate the transport of hazardous materials, with the purpose of adequately protecting the nation against risk to life and property, which is inherent in the commercial transportation of hazardous materials. The Department of Transportation has regulations that govern the transportation of hazardous materials are applicable to any person who transports, ships, causes to be transported or shipped, or are involved in any way with the manufacture or testing of hazardous materials packaging or containers. The Department of Transportation regulations pertaining to the actual movement govern every aspect of the movement, including packaging, handling, labeling, marking, placarding, operational standards, and highway routing. Additionally, the Department of Transportation is responsible for developing curriculum to train for emergency response and administers grants to states and Indian tribes for ensuring the proper training of emergency responders. Hazardous Materials Transportation Act was enacted in 1975 and was amended and reauthorized in 1990, 1994, and 2005.

Title 49, Code of Federal Regulations, Chapter I

Under CFR Title 49, Chapter I, the Department of Transportation’s Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials. Title 49, Chapter I sets forth regulations for response to hazardous materials spills or incidents during transport and requirements for shipping and packaging of hazardous materials.

Emergency Planning and Community Right-to-Know Act

Title III of the Superfund Amendments and Reauthorization Act authorized the Emergency Planning and Community Right-to-Know Act (42 USC § 11001 et seq.) to inform communities and citizens of chemical hazards in their areas by requiring businesses to report the locations and quantities of chemicals stored onsite to state and local agencies; releases to the environment of more than 600 designated toxic chemicals; offsite transfers of waste; and pollution prevention measures and activities and to participate in chemical recycling. The EPA maintains and publishes an online, publicly available, national database of toxic chemical releases and other waste management activities by certain industry groups and federal facilities—the Toxics Release Inventory. To implement the Emergency Planning and Community Right-to-Know Act, each state appointed a state emergency response commission to coordinate planning and implementation activities associated with hazardous materials. The commissions divided their states into emergency planning districts and named a local emergency planning committee for each district. The federal Emergency Planning and Community Right-to-Know Act program is implemented and administered in California Governor's Office of Emergency Services, a state commission, 6 local committees, and 81 Certified Unified Program agencies. the Office of Emergency Services coordinates and provides staff support for the commission and local committees.

Toxic Substances Control Act

The Toxic Substances Control Act of 1976 (15 USC § 2601 et seq.) gave the EPA the ability to track the 75,000 industrial chemicals produced or imported into the United States. The EPA repeatedly screens these chemicals; can require reporting or testing of any that may pose an environmental or human health hazard; and can ban the manufacture and import of chemicals that pose an unreasonable risk. The EPA tracks the thousands of new chemicals each year with unknown or dangerous characteristics. The act supplements other federal statutes, including the Clean Air Act and the Toxics Release Inventory under the Emergency Planning and Community Right-to-Know Act.

5.9.2.2 State Regulations

Hazardous Materials Management and Waste Handling

In the regulation of hazardous waste management, California law often mirrors or is more stringent than federal law. The California Environmental Protection Agency (CalEPA) and California Occupational Safety and Health Administration (CalOSHA) are the primary State agencies responsible for hazardous materials management. Additionally, the California Emergency Management Agency administers the California Accidental Release Prevention program. The California Department of Toxic Substances Control (DTSC), which is a branch of CalEPA, regulates the generation, transportation, treatment, storage, and disposal hazardous waste, as well as the investigation and remediation of hazardous waste sites. The California DTSC program incorporates the provisions of both federal (RCRA) and State hazardous waste laws. The California Department of Pesticide Regulation, which is a branch of CalEPA, regulates the sale, use, and cleanup of pesticides (CCR, Title 3).

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These laws and regulations are overseen by a variety of State and local agencies. The California Integrated Waste Management Board and the Regional Water Board specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27).

The primary local agency, known as the Certified Unified Program Agency, with responsibility for implementing federal and State laws and regulations pertaining to hazardous materials management is the Riverside County Department of Environmental Health Hazardous Materials Branch. The Unified Program is the consolidation of six State environmental regulatory programs into one program under the authority of a Certified Unified Program Agency. A Certified Unified Program Agency is a local agency that has been certified by CalEPA to implement the six State environmental programs within the local agency's jurisdiction. This program was established under the amendments to the California Health and Safety Code made by SB 1082 in 1994. The six consolidated programs are:

- Hazardous Materials Release Response Plan and Inventory (Business Plans)
- California Accidental Release Prevention
- Hazardous Waste (including Tiered Permitting)
- Underground Storage Tanks
- Above Ground Storage Tanks (Spill Prevention Control and Countermeasures requirements)
- Uniform Fire Code Article 80 Hazardous Material Management Program and Hazardous Material Identification System

Hazardous Waste Control Act

The Hazardous Waste Control Act was passed in 1972 and established the California Hazardous Waste Control Program within the Department of Health Services. California's hazardous waste regulatory effort became the model for the federal RCRA. California's program, however, was broader and more comprehensive than the federal system, regulating wastes and activities not covered by the federal program. California's Hazardous Waste Control Law was followed by emergency regulations in 1973 that clarified and defined the hazardous waste program.

California Government Code Section 65962.5

Government Code Section 65962.5 (commonly referred to as the Cortese List) includes DTSC-listed hazardous waste facilities and sites, Department of Health Services lists of contaminated drinking water wells, sites listed by the State Water Resources Control Board as having underground storage tank leaks and which have had a discharge of hazardous wastes or materials into the water or groundwater, and lists from local regulatory agencies of sites that have had a known migration of hazardous waste/material.

California Code of Regulations (CCR), Title 22 - Hazardous Waste Control Law, Chapter 6.5

The DTSC regulates the generation, transportation, treatment, storage, and disposal of hazardous waste under the RCRA and the California Hazardous Waste Control Law. Both laws impose "cradle-to-grave" regulatory systems for handling hazardous waste in a manner that protects human health and the environment. CalEPA has delegated some of its authority under the Hazardous Waste Control Law to county health departments and other Certified Unified Program Agencies.

CCR, Title 23, Chapter 16 – Underground Storage Tanks

Title 23, Chapter 16 of the Code of Regulations establishes construction requirements for new underground storage tanks; establishes separate monitoring requirements for new and existing underground storage tanks; establishes uniform requirements for unauthorized release reporting and for repair, upgrade, and closure of underground storage tanks; and specifies variance request procedures.

CCR, Title 27 – Solid Waste

Title 27 of the Code of Regulations contains a waste classification system that applies to solid wastes that cannot be discharged directly or indirectly to waters of the State and which therefore must be discharged to waste management sites for treatment, storage, or disposal. CalRecycle and its certified Local Enforcement Agency regulate the operation, inspection, permitting, and oversight of maintenance activities at active and closed solid waste management sites and operations.

California Human Health Screening Levels

The California Human Health Screening Levels (CHHSLs or “Chisels”) are concentrations of 54 hazardous chemicals in soil or soil gas that CalEPA considers to be below thresholds of concern for risks to human health. The CHHSLs were developed by the Office of Environmental Health Hazard Assessment on behalf of CalEPA. The CHHSLs were developed using standard exposure assumptions and chemical toxicity values published by the EPA and CalEPA. The CHHSLs can be used to screen sites for potential human health concerns where releases of hazardous chemicals to soils have occurred. Under most circumstances, the presence of a chemical in soil, soil gas, or indoor air at concentrations below the corresponding CHHSL can be assumed to not pose a significant health risk to people who may live or work at the site. There are separate CHHSLs for residential and commercial/industrial sites.

CCR, Title 8 – Occupational Safety

CalOSHA administers federal occupational safety requirements and additional State requirements in accordance with CCR, Title 8. CalOSHA requires preparation of an Injury and Illness Prevention Program, which is an employee safety program of inspections, procedures to correct unsafe conditions, employee training, and occupational safety communication. This program is administered via inspections by the local CalOSHA enforcement unit.

CalOSHA regulates lead exposure during construction activities under CCR Title 8, Section 1532.1, Lead, which establishes the rules and procedures for conducting demolition and construction activities such that worker exposure to lead contamination is minimized or avoided.

Compliance with CalOSHA regulations and associated programs would be required for the Project due to the potential hazards posed by onsite construction activities and contamination from former uses.

Emergency Response to Hazardous Materials Incidents

California has developed an emergency response plan to coordinate emergency services provided by federal, State, and local government, and private agencies. The plan is administered by the California Emergency Management Agency and includes response to hazardous materials incidents. The California Emergency Management Agency coordinates the response of other agencies, including CalEPA, the California Highway Patrol, the California Department of Fish and Wildlife, the Regional Water Quality Control Board, the South Coast Air Quality Management District (AQMD), the Riverside County Fire Department, and the Riverside County Department of Environmental Health.

California Emergency Services Act

The California Emergency Services Act (Government Code Section 8550 et seq.) was adopted to establish the State’s roles and responsibilities during human-made or natural emergencies that result in conditions of disaster and/or extreme peril to life, property, or the resources of the State. This act is intended to protect health and safety by preserving the lives and property of the people of the State.

AB 617, Community Air Protection Program

In response to Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017), the California Air Resources Board (CARB) has established the Community Air Protection Program. AB 617 requires local air districts to monitor and implement air pollution control strategies that reduce localized air pollution in communities that bear the greatest burdens. Air districts are required to host workshops in order to help identify disadvantaged communities disproportionately affected by poor air quality. Once the criteria for identifying the highest priority locations has been identified and the communities have been selected, new community monitoring systems would be installed to track and monitor community-specific air pollution goals. Under AB 617, CARB was required to prepare an air monitoring plan by October 1, 2018, that evaluates the availability and effectiveness of air monitoring technologies and existing community air monitoring networks. Under AB 617, CARB was also required to prepare a statewide strategy to reduce toxic air contaminants and criteria pollutants in impacted communities; provide a statewide clearinghouse for best available retrofit control technology, adopt new rules requiring the latest best available retrofit control technology for all criteria pollutants for which an area has not achieved attainment of California Ambient Air Quality Standards, and provide uniform statewide reporting of emissions inventories. Air districts are required to adopt a community emissions reduction program to achieve reductions for the air pollution impacted communities identified by CARB.

5.9.2.3 Local and Regional Regulations

Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan

The purpose of the Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan is to identify the County's hazards, review and assess past disaster ordinances, estimate the probability of future occurrences and set goals to minimize potential risks and to reduce or eliminate long-term risk to people and property from man-made and natural hazards. The plan was prepared according to the provisions of the Disaster Mitigation Act of 2000. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Local Hazard Mitigation Plan

The City of Perris has also developed and adopted a Local Hazard Mitigation Plan, which allows for federal grant funding eligibility to mitigate many of the natural hazards identified in the City. The plan sets strategies for earthquake hazards, flood hazards, fire hazards, and hazardous materials.

City of Perris Emergency Operations Plan

The Perris Emergency Operations Plan describes emergency services training and exercises undertaken by the City. The Perris Emergency Operations Plan also outlines the mutual aid agreements (further discussed in the wildfire section) that apply to the City and other jurisdictions supporting mutual aid efforts. To better understand preparedness issues surrounding evacuation, the City has identified the potential evacuation routes within the City that connect to other parts of Western Riverside County.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to hazards and hazardous materials that are applicable to the Project:

Safety Element

- Policy S-2.1** Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.
- Policy S-2.2** Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.
- Policy S-2.3** Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.
- Policy S-2.4** Provide adequate emergency facilities to serve existing and future residents, ensuring that all new essential facilities are located outside of hazard prone areas.
- Policy S-2.5** Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.
- Policy S-3.2** Develop and maintain a disaster response and evacuation program and share the relevant information with City residents and businesses.
- Policy S-3.3** Ensure businesses in Perris are prepared for emergency and disaster situations.
- Policy S-5.6** All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.
- Policy S-5.8** Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.
- Policy S-5.10** Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.
- Policy S-6.2** Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.
- Policy S-6.2b** Continue to notify March Air Reserve Base, and March Inland Port Airport Authority of new development project applications and consider their input before making land-use decisions.
- Policy S-6.3** Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.
- Policy S-8.1** Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.
- Policy S-8.2** Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.
- Policy S-8.3** Facilitate coordinated, effective responses to hazardous materials emergencies in the City to minimize health and environmental risks.

Policy S-8.4 Educate residents and businesses about proper disposal methods of household hazardous waste and the availability of less toxic materials that can be used in place of more toxic household materials.

March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan

The March Air Reserve Base/Inland Port Airport (March ARB/IPA) Airport Land Use Compatibility Plan (ALUCP) was prepared for and adopted by the Riverside County Airport Land Use Commission (ALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County Airport Land Use Commission has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. Land use compatibility for each March ARB/IPA influence zone is determined through consistency with the Basic Compatibility Criteria table (Table MA-2 of the March ARB/IPA ALUCP), in order to minimize the potential hazards associated with airport operations. The standards regulated by compatibility criteria are maximum density, required open space, prohibited uses, and other development conditions.

Perris Valley Airport Land Use Compatibility Plan

The Perris Valley ALUCP was prepared for and adopted by the Riverside County ALUC and includes compatibility policies for Perris Valley Airport. In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), the Riverside County ALUC has the responsibility of airport land use compatibility planning for public use and military airports in Riverside County. The Perris Valley ALUCP sets forth policies that apply to airport planning and developments within the vicinity of the airport.

Perris Municipal Code

Chapter 19.51; March ARB/IP Airport Overlay Zone (MAOZ). This chapter codifies the compatibility criteria table from the March ARB/IPA ALUCP (§19.51.060 – Basic compatibility criteria and notes). This chapter also prohibits certain developments or uses that may result in hazards to flight operations. All ministerial and discretionary actions within the MAOZ must be reviewed for consistency to these criteria.

Chapter 19.08.055 California Fire Code. The Perris Municipal Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council. The California Fire Code is Title 24, Part 9 of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

5.9.3 ENVIRONMENTAL SETTING

Environmental Site Conditions

Specific Plan Area

The Specific Plan Area is currently undeveloped and disturbed from previous agricultural activities. The site is vacant, except for Val Verde Elementary School in the Specific Plan Overlay area and two single-family residences and remnants of two previously demolished single-family residences near the intersection of Indian Avenue and Orange Avenue. The Specific Plan Area contains ruderal habitat, consisting of non-native grasses. In addition, the site is disked on a regular basis for weed abatement. The site is relatively flat with a slight regional slope toward the east/southeast. The offsite improvement alignments consist of paved roads.

The Specific Plan Area was historically used for agricultural purposes as early as 1901. As such, there is a potential that agricultural chemicals such as pesticides, herbicides, and fertilizers, were used on site and exist in site soils. In addition to the agricultural uses onsite, Evans Transportation, a small business historically located at 1936 Indian Street, near the center of the Specific Plan Area was identified in regulatory databases and regulatory agency files as the location of two former fuel underground storage tanks, one that stored gasoline and the other diesel. The underground storage tanks were moved in 1992 and initial testing indicated the presence of total petroleum hydrocarbons and Volatile Organic Compounds (VOC) in soil samples. The soil was excavated to a landfill and the confirmation soil sampling showed that total petroleum hydrocarbons concentrations were below regulatory screening levels. This property is considered a historical recognized environmental condition. Val Verde Elementary School, located within the proposed Specific Plan Overlay area has been operational since 1967, and had two 1,000-gallon underground storage tanks removed from the site in 1993. Confirmation soil samples at that time did not show evidence of releases from the tanks, but did indicate that there had been releases from the piping leading to the dispensers. A total of 566 cubic yards of gasoline-impacted soil was excavated to a total depth of 31 feet below ground surface. Based on the results of the remedial excavation work, DTSC concluded that no actual or potential hazardous substance release was indicated which would pose a threat to human health or the environment. No storage tanks are currently located within the Specific Plan Area.

The use of asbestos-containing material and lead based paint was common in building construction prior to 1978. Because some of the structures on the Specific Plan Area were constructed prior to 1978, there is potential for asbestos containing materials and/or lead based paint to be present. One of the onsite residences, located at 2304 Indian Avenue, had asbestos containing waste removed from the site in 2015 (EIR Appendix N).

Adjacent Properties

Uses surrounding the Specific Plan Area are mixed urban uses that are similar to those within the central portion of the City of Perris.

- **North:** West Placentia Avenue, followed by industrial uses.
- **South:** Commercial uses.
- **East:** North Perris Boulevard followed by commercial uses followed by residences.
- **West:** I-215 followed by industrial uses.

The Phase I Environmental Site Assessment (Phase I ESA), as included as EIR Appendix N, did not identify any offsite hazardous material sources of environmental concern surrounding the Specific Plan Area. The property at 2309 Perris Boulevard is currently listed as an underground storage tank site with no indications of past releases from the underground storage tank and is therefore not considered a negative environmental condition for the Specific Plan Area. The adjacent property at 2131 North Perris Boulevard was listed as a dry cleaner between 2006 and 2013 but is not considered a negative environmental condition for the Specific Plan Area. The property at 2830 Barrett Avenue has been cited using various hazardous wastes, but none are indicative of a chemical release and is not considered a negative environmental condition for the Specific Plan Area. The property at 24201 Orange Avenue is listed as the historical location of two underground storage tanks installed in 1966; however, no record or their status is reported and no report of a release from these tanks were found. Thus, the site is not expected to pose a risk to the Specific Plan Area. The property at 2560 Perris Boulevard is a Walmart associated with an aboveground storage tank with no indications of a release. There is also a dry cleaner listed with active permits to use perchloroethylene in its dry-cleaning process. However, due to the being downgradient from the Specific Plan Area, the property is not considered an environmental risk for the proposed Project. The property at 2560 Perris Boulevard lists numerous hazardous wastes with no record of any release; thus, the property is not expected to affect the environmental condition of the Specific Plan Area. Finally, the property at 100 Perris Boulevard

has similarly generated numerous hazardous wastes with no documented chemical releases and thus is not expected to affect the Specific Plan Area (EIR Appendix N).

Wildland Fire

According to the City of Perris General Plan Safety Element and the Riverside County GIS system, the Specific Plan Area is not within a high or very high fire hazard severity zone.

Schools

Val Verde Elementary School is currently located within Phase 2 of the Project site at 2656 Indian Avenue. Perris Early Head Start is located within 0.25 mile of the Project, located at 148 Avocado Avenue.

Evacuation Routes

According to the City of Perris General Plan Safety Element, Figure S-1: *Potential Evacuation Routes*, Indian Avenue and Perris Boulevard are designated as a City evacuation route (City of Perris, 2021).

Airports

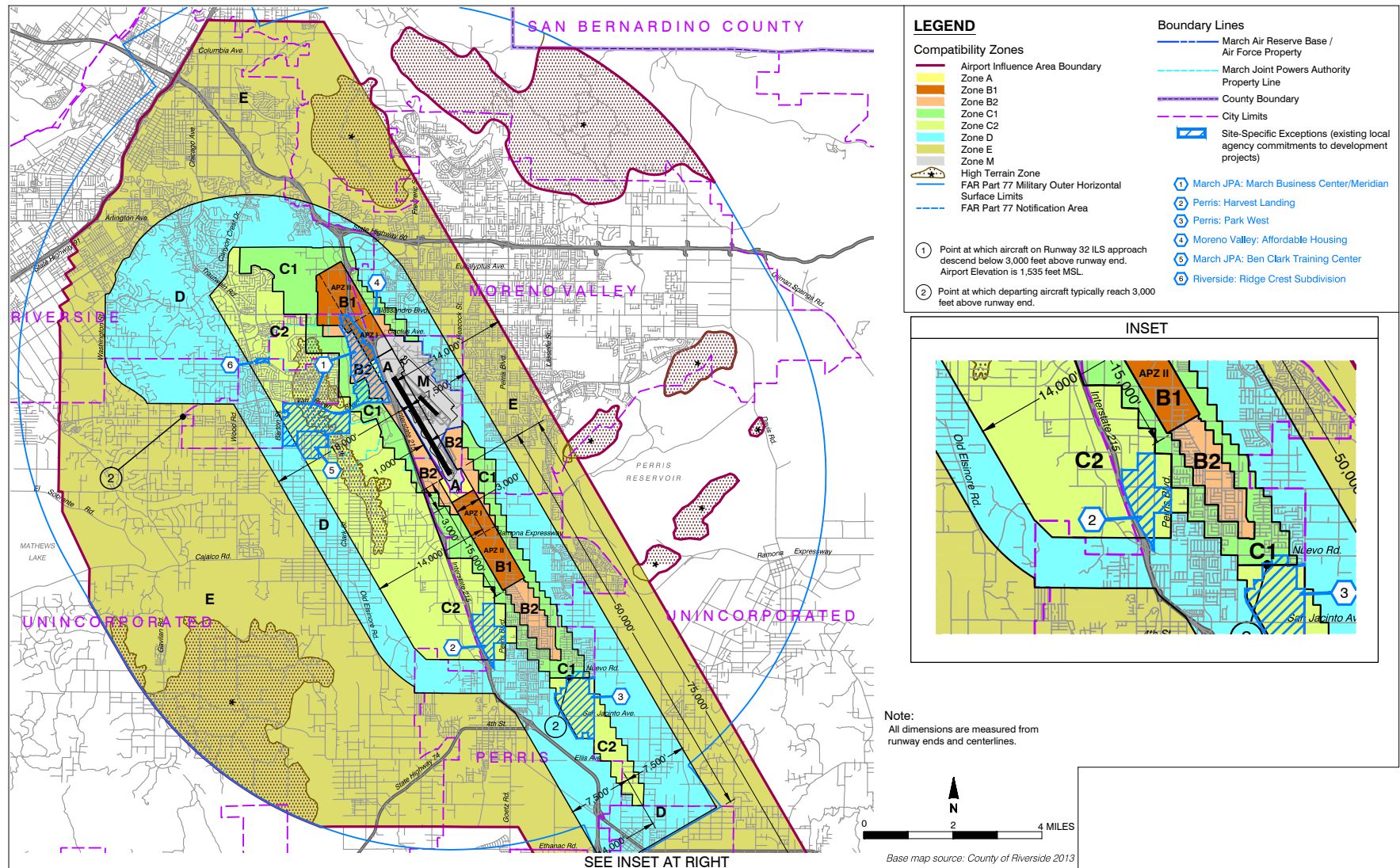
March Air Reserve Base

The Specific Plan Area is located approximately 2.8 miles southeast of March ARB/IPA. The Specific Plan Area is located within March ARB/IPA ALUCP Compatibility Zone C2, defined as the Flight Corridor Zone. The risk level associated with Compatibility Zone C2 is considered moderate to low due to the proximity to a distant portion of the instrument arrival corridor and closed-circuit flight training activity corridors (RCALUC, 2014). In addition, The Project site is located outside of the March ARB/IPA 60 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-3, *Project Site and the March ARB/IPA Noise Contours* (United States Department of Defense, 2018).

Perris Valley Airport

The Specific Plan Area is located approximately 2.3 miles northeast of Perris Valley Airport and is not located within the airports 55 dBA CNEL noise level contour, as shown in Figure 5.12-2, *Project Site and Perris Valley Airport Noise Contours*. The Specific Plan Area is not located within the Perris Valley ALUCP Airport Influence Area (RCALUC, 2011).

MARB/IPA Compatibility Zones



Data source: RCALUC. (2014). Map MA-1: Compatibility Map. March Air Reserve Base/ Inland Port Airport Land Use Compatibility Plan. Referenced from <https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/March.pdf>

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5.9.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HAZ-1 Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- HAZ-2 Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- HAZ-3 Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- HAZ-4 Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- HAZ-5 For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area.
- HAZ-6 Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- HAZ-7 Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

5.9.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hazards and hazardous materials considers both direct effects to the resource and indirect effects in a local or regional context. Potentially significant impacts would generally result in the loss or degradation of public health and safety or conflict with local, State, or federal agency regulations. Information for this section was obtained, in part, from the Phase I ESA (EIR Appendix N) prepared for Project. The Phase I ESA is based on reviews of historical aerial photographs, historical topographic maps, Environmental Data Resources database records, city directories, historical site occupants, historical site ownership records, site visits, and/or interviews of owners and tenants of the Specific Plan Area.

The evaluation of significance of potential impacts related to airport safety considers both direct safety effects related to aircraft operations and indirect effects related to development within the vicinity of an airport, per compliance with the March ARB/IPA ALUCP and Perris Valley ALUCP. The airport hazards analysis presented in this section is based on Project consistency with the March ARB/IPA ALUCP, Perris Valley ALUCP and Perris Municipal Code Chapter 19.51 - March ARB/IP Airport Overlay Zone (MAOZ).

5.9.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT HAZ-1: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH THE ROUTINE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS.

Less than Significant Impact. Development and long-term operation of the Project would require standard transport, use, and disposal of hazardous materials and wastes.

Construction

Specific Plan Area

Heavy construction equipment (e.g., dozers, excavators, tractors) would be operated for development of the Specific Plan Area. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous if improperly stored, handled, or transported. Other materials used—such as paints, adhesives, and solvents—could also result in accidental releases or spills that could pose risks to people and the environment. These risks are standard, however, on all construction sites, and the Project would not cause greater risks than would occur on other similar construction sites.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Construction contractors would be required to comply with federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous materials. Applicable laws and regulations include CFR, Title 29 - Hazardous Waste Control Act; CFR, Title 49, Chapter I; and Hazardous Materials Transportation Act requirements as imposed by the Department of Transportation, CalOSHA, CalEPA, DTSC, and the Riverside County Department of Environmental Health. Additionally, construction activities would require implementation of a Stormwater Pollution Prevention Plan (SWPPP), which is mandated by the National Pollution Discharge Elimination System General Construction Permit and enforced by the Santa Ana Regional Water Board and the City during the construction permitting and inspection process. The SWPPP is required to include strict onsite handling rules and best management practices to minimize potential adverse effects to workers, the public, and the environment during construction, including, but not limited to:

- Establishing a dedicated area for fuel storage and refueling activities that includes secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly disposing of discarded containers of fuels and other chemicals.

Mandatory compliance with applicable laws and regulations related to the routine transport, use, and disposal of hazardous materials during construction activities at the Specific Plan Area would be ensured during Project permitting procedures to limit potentially significant hazards to construction workers, the public, and the environment, which would reduce potential impacts to a less than significant level.

Operation

Phase 1 Developments

Phase 1 of the Specific Plan would be developed with various commercial and industrial uses. Depending on the type of businesses that would occupy the proposed buildings, operations may involve the storage and use of various types and quantities of hazardous materials, including lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These hazardous materials would be used, stored, and disposed of in accordance with applicable regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263) that are enforced by the EPA, Department of Transportation, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health.

Under California Health and Safety Code Section 25531 et seq., CalEPA requires businesses operating with a regulated substance that exceeds a specified threshold quantity to register with the managing local agency, known as the Certified Unified Program Agency. In Riverside County, including the City of Perris, the County Department of Environmental Health is the Certified Unified Program Agency. If the operations of future tenants of the proposed business park or retail center exceed established thresholds, Certified Unified Program Agency permits would be required. The City requires businesses subject to any of the Certified Unified Program Agency permits to file a Business Emergency/Contingency Plan. Additionally, businesses would be required to provide workers with training on the safe use, handling, and storage of hazardous materials. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. Compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related to the routine transport, use, and disposal of the hazardous materials to a less than significant level.

Phase 2 Buildout

Development of Phase 2 would allow the development of up to 4,007,956 square feet of MBU on the site. Hazardous substances associated with the proposed increased MBU density at Phase 2 would be limited in both amount and use. Similar to the existing MBU development within Phase 1, typical hazardous materials found at within industrial or warehouse buildings would involve lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. Businesses would be required to maintain equipment and supplies for containing and cleaning up spills of hazardous materials that can be safely contained and cleaned by onsite workers and to immediately notify emergency response agencies in the event of a hazardous materials release that cannot be safely contained and cleaned up by onsite personnel. The compliance with existing laws and regulations governing hazard and hazardous materials would reduce potential impacts related the routine transport, use, and disposal of the hazardous materials to less than significant.

IMPACT HAZ-2: THE PROJECT WOULD NOT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT THROUGH REASONABLY FORESEEABLE UPSET AND ACCIDENT CONDITIONS INVOLVING THE RELEASE OF HAZARDOUS MATERIALS INTO THE ENVIRONMENT.

Specific Plan Area

Less than Significant Impact.

Construction

As described previously, the Specific Plan Area was historically used for agricultural purposes as early as 1901 and there is a potential that agricultural chemicals, such as pesticides, herbicides, and fertilizers, were used on site. However, as there is no evidence of any pesticide storage or mismanagement onsite, the agriculture history of the site is considered a de minimis condition and does not require further investigation. In addition, the historical recognized environmental condition located at 1936 Indian Street has been closed since 1993, and the hazardous materials do not pose as a risk to the proposed Project (EIR Appendix N). Therefore, the Project would not create a significant hazard to the public or environment through accidental release of hazardous materials related to previous agricultural uses.

Accidental Releases. As described previously, construction of the Project would involve the limited use and disposal of hazardous materials. Equipment that would be used in construction of the project has the potential to release gas, oils, greases, solvents; and spills of paint and other finishing substances. However, the amount of hazardous materials onsite would be limited, and construction activities would be required to adhere to all applicable regulations regarding hazardous materials storage and handling, as well as to implement construction best management practices (through implementation of a required SWPPP implemented by City conditions of approval) to prevent a hazardous materials release and to promptly contain and clean up any spills, which would minimize the potential for harmful exposures. With compliance to existing laws and regulations, which is mandated by the City through construction permitting, the Project's potential construction-related impacts would be less than significant.

Asbestos Containing Materials. Buildings on the Specific Plan Area were constructed in the 1970s when many structures were constructed with what are now recognized as hazardous building materials, such as lead and asbestos. Demolition of these structures could result in the release of hazardous materials. However, asbestos abatement contractors must follow State regulations contained in California Code of Regulations Sections 1529, and 341.6 through 341.14 as implemented by South Coast AQMD Rule 1403 to ensure that asbestos removed during demolition or redevelopment of the existing buildings is transported and disposed of at an appropriate facility. The contractor and hauler of the material are required to file a Hazardous

Waste Manifest which details the hauling of the material from the site and the disposal of it. Section 19827.5 of the California Health and Safety Code requires that local agencies not issue demolition permit until an applicant has demonstrated compliance with notification requirements under applicable federal regulations regarding hazardous air pollutants, including asbestos. These requirements would ensure that the Project applicant submits verification to the City that the appropriate activities related to asbestos have occurred, which would reduce the potential of impacts related to asbestos to a less than significant level.

Lead Based Materials. Lead-based materials may also be located within existing structures within the Specific Plan Area. The lead exposure guidelines provided by the U.S. Department of Housing and Urban Development provide regulations related to the handling and disposal of lead-based products. Federal regulations to manage and control exposure to lead-based paint are described in Code of Federal Regulations Title 29, Section 1926.62, and State regulations related to lead are provided in the California Code of Regulations Title 8 Section 1532.1, as implemented by CalOSHA. These regulations cover the demolition, removal, cleanup, transportation, storage and disposal of lead-containing material. The regulations outline the permissible exposure limit, protective measures, monitoring, and compliance to ensure the safety of construction workers exposed to lead-based materials. CalOSHA's Lead in Construction Standard requires project applicants to develop and implement a lead compliance plan when lead-based paint would be disturbed during construction or demolition activities. The plan must describe activities that could emit lead, methods for complying with the standard, safe work practices, and a plan to protect workers from exposure to lead during construction activities. In addition, CalOSHA requires 24-hour notification if more than 100 square feet of lead-based paint would be disturbed. These requirements are included to ensure that the Project applicant submits verification to the City that the appropriate activities related to lead have occurred, which would reduce the potential of impacts related to lead-based materials to a less than significant level.

Undocumented Hazardous Materials. As described previously, the Specific Plan Area and surrounding area has a history of various uses that include use and storage of hazardous materials, such as vehicle service stations and dry cleaners. As a result, there is the potential for undocumented hazardous material to exist on site. However, the existing federal and State regulations related to hazardous materials and construction include procedures to follow in the case hazardous materials are uncovered during construction activities.

Excavated soil containing hazardous substances and hazardous building materials would be classified as a hazardous waste if they exhibit the characteristics of ignitability, corrosivity, reactivity, or toxicity (CCR, Title 22, Division 4.5, Chapter 11, Article 3). State and federal laws require detailed planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and in the event that such materials are accidentally released, to prevent or to mitigate injury to health or the environment. These regulations are detailed previously and include, but are not limited to, the Federal Resource Conservation and Recovery Act, the Occupational Safety and Health Act that is implemented by OSHA, and the Hazardous Materials Transportation Act. Additionally, the California Integrated Waste Management Board and the Santa Ana Regional Water Board specifically address management of hazardous materials and waste handling in their adopted regulations (CCR, Title 14 and CCR, Title 27). Thus, with implementation of existing regulations, impacts related to upset or accident conditions involving the release of hazardous materials into the environment would be less than significant.

Operation

As discussed in Impact HAZ-1, the future tenants within the Specific Plan Area may use, store, and dispose of various types and quantities of hazardous materials that would be required to comply with regulations and standards (such as CFR, Title 49, Chapter I; CCR, Title 8; CFR, Title 40, Part 263; Riverside County regulations; and Perris regulations enforced by the EPA, Department of Transportation, CalEPA, CalOSHA, DTSC, and County of Riverside Department of Environmental Health. The Riverside County Department of

Environmental Health, as the Certified Unified Program Agency would require that future tenants prepare Business Emergency/Contingency Plans, which provide information to emergency responders and the general public regarding hazardous materials, and coordinates reporting of releases and spill response among businesses and local, State, and federal government authorities. Moreover, the proposed development Project would include a Water Quality Management Plan (WQMP). Best management practices would be incorporated in the WQMP that would protect human health and the environment should any accidental spills or releases of hazardous materials occur during operation of the Project. Therefore, operations within the Specific Plan Area would not result in a significant hazard to the public or the environment through reasonably foreseeable upset and accident involving hazardous material. Potential impacts related to hazardous materials from operation would be less than significant.

IMPACT HAZ-3: THE PROJECT WOULD NOT EMIT HAZARDOUS EMISSIONS OR HANDLE HAZARDOUS OR ACUTELY HAZARDOUS MATERIALS, SUBSTANCES, OR WASTE WITHIN ONE-QUARTER MILE OF AN EXISTING OR PROPOSED SCHOOL.

Less than Significant with Mitigation Incorporated. While the proposed Project would include a Multiple Business Use (MBU) Overlay over the parcel containing Val Verde Elementary School at 2656 Indian Avenue and the school could be redeveloped with MBU uses, this section will conservatively analyze the site with the school operating through construction and operation of both phases the proposed Project.

Construction

Specific Plan Area

Heavy construction equipment (e.g., dozers, excavators, and tractors) would be used for construction at the Specific Plan Area. The equipment would be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which are considered hazardous materials and may also generate hazardous emissions. As discussed in Impact HAZ-1, use of the hazardous materials would be regulated by the DTSC, EPA, CalOSHA, and the Riverside County Department of Environmental Health. Additionally, as discussed in Draft EIR Section 5.3, *Air Quality*, construction-related emissions would be regulated by South Coast AQMD Rules 401 and 403. In addition, total construction emissions were also determined to not exceed South Coast AQMD localized significance criteria pollutant thresholds with implementation of mitigation. In addition, a construction health risk assessment (HRA) was completed to determine the potential health risks at the maximally exposed individual receptor during construction activity. The Construction HRA found that the maximum lifetime cancer and non-cancer health risks would be below recommended thresholds for the maximally exposed sensitive receiver (EIR Appendix C). Therefore, potential construction-related impacts at the schools caused by hazardous emissions and materials would be less than significant.

Operation

Phase 1 Development

Though the future occupants at the Phase 1 site are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at business park and commercial properties may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. If business operations exceed certain thresholds, the businesses would also be required to comply with Certified Unified Program Agency permitting requirements and create a Business Emergency/Contingency Plan that addresses the safe handling, storage, and disposal of hazardous materials and actions to be taken in the event of hazardous materials spills, releases, and emergencies. Businesses would be required to install and maintain equipment and supplies for containing and cleaning up

spills of hazardous materials. Workers would be trained to contain and cleanup spills and notify the Riverside County Department of Environmental Health and/or other appropriate emergency response agencies, as needed. Additionally, the proposed building would be designed to allow all operations to be conducted within the buildings, with the exception of traffic movement, parking, trailer connection and disconnection, and the loading and unloading of trailers at the loading bays. Therefore, potential hazards would be contained within the proposed building.

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards and as required by Mitigation Measure AQ-10. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, in Section 5.3, *Air Quality*, operational emissions of pollutant emissions or diesel particulate matter from the Project would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-21. In addition, an operational HRA was completed and determined that the maximum exposed school child receptor would have a maximum lifetime cancer risk of 2.08, which is less than the significance threshold of 10 and a maximum hazard index of ≤ 0.01 , which is less than the significance threshold of 1.0 (EIR Appendix C). Therefore, the use of hazardous materials and the generation of hazardous emissions within the Phase 1 Development would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-21.

Phase 2 Buildout

Though the future occupants at the Phase 2 area are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in accordance with applicable laws and regulations. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, operational emissions of pollutant emissions or diesel particulate matter from the proposed development in the Phase 2 area would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-21. Therefore, the use of hazardous materials and the generation of hazardous emissions within the Specific Plan Area would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-21.

IMPACT HAZ-4: THE PROJECT WOULD NOT BE LOCATED ON A SITE WHICH IS INCLUDED ON A LIST OF HAZARDOUS MATERIALS SITES COMPILED PURSUANT TO GOVERNMENT CODE § 65962.5 AND, AS A RESULT, WOULD IT CREATE A SIGNIFICANT HAZARD TO THE PUBLIC OR THE ENVIRONMENT.

Less than Significant Impact.

Specific Plan Area

The Phase I ESA (EIR Appendix N) prepared for the Specific Plan Area included searches of federal, State, and local databases to determine whether hazardous materials sites were within and/or surrounding the Project. The record searches determined that Evans Transportation, located at 1936 Indian Street, near the center of the Specific Plan Area within Phase 1 was listed on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5. The site was listed for the unauthorized release from underground storage tanks in 1992. Approximately 100 tons of soil were subsequently excavated and removed from the former tank pit area to a landfill. Confirmation soil sampling showed remaining total petroleum hydrocarbons concentrations from 15 to 28 milligrams per kilogram (mg/kg), which is below current regulatory screening levels, and no detectable concentrations of fuel-related VOC. On June 17, 1993, the Riverside County Department of Environmental Health closed the case file related to the leaking underground storage tank (EIR Appendix N). Thus, the hazardous site listing was determined to be a Historic Recognized Environmental Condition and does not pose a hazard to the public or the environment as described in the Phase I ESA, and potential impacts would be less than significant.

IMPACT HAZ-5: THE PROJECT WOULD NOT, FOR A PROJECT LOCATED WITHIN AN AIRPORT LAND USE PLAN OR, WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, RESULT IN A SAFETY HAZARD OR EXCESSIVE NOISE FOR PEOPLE RESIDING OR WORKING IN THE PROJECT AREA.

Specific Plan Area

Less than Significant Impact. The Specific Plan Area is located approximately 2.3 miles northeast of Perris Valley Airport. The Specific Plan Area is not located within the Airport Influence Area and is outside of the airport's 55 dBA CNE noise level contour (RCALUC, 2011). As such, the Project site is not within any delineated safety or noise hazard zones, and the Project would not result in a safety hazard or excessive noise related to Perris Valley Airport.

The Specific Plan Area is located approximately 2.8 miles southeast of March ARB/IPA. The Specific Plan Area is located within March ARB/IPA ALUCP Compatibility Zone C2 (RCALUC, 2014). Safety hazards within Zone C2 are primarily related to the proximity to the instrument arrival corridor. The risk level associated with Compatibility Zone C2 is considered moderate to low and the noise impact is considered moderate. The Specific Plan Area is not located within the 60 dBA CNEL noise level contour boundaries from March ARB/IPA.

Due to the nature of the required City approvals (i.e. the proposed Specific Plan Amendment and General Plan Amendment), the City of Perris is required, pursuant to Public Utilities Code Section 21676, to refer the proposed Project to the Riverside County ALUC for ALUC review. The proposed Project would comply with this ALUC notification and all other applicable rules and regulations as they pertain to the March ARB/IPA ALUCP and airport safety.

Perris Municipal Code Section 19.51.060 lists the compatibility criteria for each zone. Industrial and Commercial land uses in the C2 Zone are prohibited from having a maximum average intensity of 200 people per acre. Based on the County of Riverside General Plan which estimates that light the MBU designation would employ approximately one worker for every 1,030 square feet of MBU building area and one worker for every 500 square feet of Commercial building area, the entire Specific Plan area would

result in approximately 6,427 employees. The gross acreage of the site is 358.28 acres, which would equate to an average of 18 people per acre. The Project is not classified as a prohibited use, and it would not result in hazards related to excessive glare, light, steam, smoke, dust, or electronic interference. The proposed Project would not introduce a safety hazard associated with airport operations for people residing, working, and visiting the Specific Plan Area. Therefore, the Project would be a consistent use, as outlined in the March ARB Basic Compatibility Criteria, and the Project would not pose a safety hazard to the people residing or working in the area. As such, impacts would be less than significant.

IMPACT HAZ-6: THE PROJECT WOULD NOT IMPAIR IMPLEMENTATION OF OR PHYSICALLY INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN.

Less than Significant Impact. The County of Riverside has implemented a Multi-Jurisdictional Local Hazard Mitigation Plan (County of Riverside, 2018), which the City of Perris participates in, that identifies risks by natural and human-made disasters and ways to minimize the damage from those disasters. In addition, the City maintains their own Perris Local Hazard Mitigation Plan. The Project would operate a commercial retail center, big box retail store, and business park that would be permitted and approved in compliance with existing safety regulations, such as the California Building Code and California Fire Code (adopted as Perris Municipal Code Sections 16.08.050 and 16.08.058, respectively) to ensure that it would not conflict with implementation of the Multi-Jurisdictional Local Hazard Mitigation Plan and the Perris Local Hazard Mitigation Plan.

Construction

Specific Plan Area

According to the City of Perris General Plan Safety Element (General Plan Figure S-1, *Potential Evacuation Routes*), Indian Avenue and Perris Boulevard are designated as a general evacuation routes. The proposed construction activities, including equipment and supply staging and storage, would occur within the Specific Plan Area and would not restrict access of emergency vehicles to the Specific Plan Area or adjacent areas. During construction of driveways to Perris Boulevard, Barrett Avenue, Orange Avenue, and Frontage Road, construction of roadways, and infrastructure improvements, the roadways would remain at least partially open or proper detours would be provided to ensure adequate emergency access to the Specific Plan Area and vicinity. Construction activities within the Specific Plan Area that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the safe passage of persons and vehicles during required temporary road restrictions. In accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), prior to any activity that would encroach into a right-of-way, the area of encroachment must be safeguarded through the installation of safety devices to ensure that construction activities would not physically interfere with emergency access or evacuation. Compliance with Section 503 of the California Fire Code would be specified by the City's Building and Safety Division during the construction permitting process. Therefore, the Project would not block any evacuation routes along Indian Avenue or Perris Boulevard or conflict with an emergency response plan, and potential impacts related to interference with an adopted emergency response of evacuation plan during construction activities would be less than significant.

Operation

Phase 1 Developments

All seven MBU buildings would have driveways along Frontage Road which would provide access for both trucks and passenger vehicles, except Buildings 1 and 2 which would only have a truck driveway along Frontage Road. Building 1 would have two additional driveways along Orange Avenue for passenger

vehicles. Building 1 would provide truck access from a proposed Private Drive A. Building 2 would have three additional driveways along Orange Avenue: two for passenger vehicle access and one for emergency vehicle access. Building 3 would have an ingress passenger vehicle only driveway along Private Drive A and a passenger vehicle access only driveway at the northern corner of the site along Frontage Road. Buildings 3 and 4 would share a truck driveway along Frontage Road. Buildings 4 and 5 would share a passenger vehicle driveway along Frontage Road and Building 5 would have a truck driveway at the southwestern portion of the site. Building 6 would have one ingress/egress truck driveway, one egress truck driveway, and one passenger vehicle driveway along Frontage Road. Building 7 would have one ingress/egress truck driveway, one egress truck driveway, and one passenger vehicle driveway along Frontage Road and one passenger vehicle and one emergency vehicle access driveway along Barrett Road. All truck driveways along Frontage Road would be right-out only. The Community Shopping Center would include two driveways along Harvest Landing Way, two driveways along Perris Boulevard, and two driveways along Orange Avenue. Trucks would only access the site from the western driveways along Harvest Landing Way and Orange Avenue. Loading areas for trucks would be provided along the western side of the proposed major retail building.

Internal circulation would be provided by 28-foot to 86.5-foot-wide drive aisles. Therefore, the Phase 1 development would provide adequate and safe circulation to, from, and through the Specific Plan Area and would provide a variety of routes for emergency responders to access the site and surrounding areas. The development would comply with Perris Municipal Code standards, which require design and construction specifications to allow adequate emergency access to the site and ensure that roadway improvements would meet public safety requirements. Therefore, operation of the Project would not impair implementation or interfere with adopted emergency response or evacuation plans. Potential impacts would be less than significant.

Phase 2 Buildout

Physical development pursuant to Phase 2 of the proposed Project is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. Physical development pursuant to the proposed Project is not expected to create obstacles to the implementation of emergency response or evacuation plans adopted for the City. In addition, all roadway improvements would be made as a part of Phase 1 development. Emergency access and circulation during construction and operation of individual development projects under the proposed Project would be part of each future development project's review and approval by the City. Therefore, as existing City development standards would require new development within the proposed Project to be designed so as to not interfere with an adopted emergency response plan or emergency evacuation plan, impacts from implementation of the proposed Project would be less than significant.

IMPACT HAZ-7: THE PROJECT WOULD NOT EXPOSE PEOPLE OR STRUCTURES, EITHER DIRECTLY OR INDIRECTLY, TO A SIGNIFICANT RISK OF LOSS, INJURY OR DEATH INVOLVING WILDLAND FIRES.

Specific Plan Area

Less than Significant Impact. The Specific Plan Area is currently mostly vacant with two single-family residences, remnants of two previously demolished single-family residences, and Val Verde Elementary School and is located in an area that is not within an identified wildland fire hazard area, as identified by CAL FIRE, or an area where residences are intermixed with wildlands. According to the CAL FIRE Hazard Severity Zone (FHSZ) Map, the Specific Plan Area is categorized as a Local Responsibility Area (LRA) and is not within moderate to very high FHSZ (CAL FIRE, 2024). As indicated in the General Plan Public Safety Element, the City of Perris has areas of very high- fire hazard severity areas. The General Plan does not identify the Specific Plan Area as being within a moderate to very high wildland fire hazard severity zone

(City of Perris, 2005). Areas west of the Specific Plan Area, across I-215, are located within a State Responsibility Area (SRA) and Very High FHSZ (CAL FIRE, 2024).

Project implementation would require adherence to the City's Land Development and Engineering Standards and the following sections of the City Development Code to reduce potential fire hazards: Chapter 16.08.058: Adoption of the 2022 California Fire Code. Applicable State and local standards include requirements such as fire-retardant features for new building construction, roadway design and fire access standards, and general building considerations to reduce the potential threat of fire hazard. The Project would also be required to comply with guidelines from the Riverside County Fire Department related to fire prevention and would be subject to review for fire safety during the plan check process by the City's Building and Safety Division in connection with the issuance of permits for the Project. Therefore, the Project would not expose people or structures to a significant risk of loss, injury, or death from wildfires, and impacts would be less than significant.

5.9.7 CUMULATIVE IMPACTS

Hazardous Materials

The cumulative hazardous materials impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR. Cumulative development within the City would have the potential to expose residents, employees, and visitors to chemical hazards through redevelopment of sites and structures that may contain hazardous materials. The severity of potential hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. All hazardous materials users and transporters, as well as hazardous waste generators and disposers are subject to regulations that require proper transport, handling, use, storage, and disposal of such materials to ensure public safety. Thus, if hazardous materials are found to be present on future project sites, appropriate remediation activities would be required pursuant to standard federal, State, and regional regulations. Compliance with the relevant federal, State, and local regulations, as listed above in Section 5.9.2, *Regulatory Setting*, during operation and construction throughout the Specific Plan Area, as well as during the construction and operation of related projects would ensure that cumulative impacts from hazardous materials would be less than significant.

Airport Hazards

The cumulative airport hazards impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the March ARB/IPA ALUCP area. Cumulative development within the vicinity of the March ARB/IPA would have the potential to expose future residents and workers to safety and/or noise hazards from operation of aircraft. Compliance with the Basic Compatibility Criteria table from the March ARB/IPA ALUCP and the MAOZ, as outlined in the Perris Municipal Code Chapter 19.51.060, would ensure that the Project and future development within the vicinity would not represent a hazard to people as a result of airport operations. As previously described, the Project does not propose the development of highly noise-sensitive outdoor nonresidential uses or hazards to flight, such as tall objects, visual or electronic forms of interference, or development that may attract birds. In addition, land uses and developments that would result in potential hazards to flight operations (listed in Section 19.51.060 of the Perris Municipal Code) would be prohibited. Therefore, the Project would not result in cumulatively considerable impacts related to March ARB/IPA hazards, and cumulative impacts would be less than significant.

5.9.8 EXISTING REGULATIONS

Federal

- United States Code of Federal Regulations Title 42, Sections 6901 et seq.: Resource Conservation and Recovery Act
- United States Code of Federal Regulations Title 42, Sections 11001 et seq.: Emergency Planning & Community Right to Know Act
- United States Code of Federal Regulations Title 49, Parts 101 et seq.: Regulations implementing the Hazardous Materials Transportation Act (United States Code of Federal Regulations Title 49 Sections 5101 et seq.)
- United States Code of Federal Regulations Title 15, Sections 2601 et seq.: Toxic Substances Control Act
- United States Code of Federal Regulations Title 49, Chapter I: Pipeline and Hazardous Materials Safety Administration, Department of Transportation
- United States Code of Federal Regulations Title 29, Section 1926.62: Engineering and work practice controls to reduce employee exposure to lead
- United States Code of Federal Regulations Title 40, Part 761: Polychlorinated Biphenyls (PCBs) Manufacturing, Processing, Distribution in Commerce, and Use Prohibitions
- United States Code of Federal Regulations Title 29, Section 1910.120: Hazardous waste operations and emergency response

State

- California Occupational Safety and Health Administration Regulation 29, CFR Standard 1926.62
- California Code of Regulations Title 24, Part 2: California Building Code
- California Code of Regulations Title 24, Part 9: California Fire Code
- California Code of Regulations Title 8, Section 1532.1: Lead in Construction Standard
- California Health and Safety Code Section 39650 et seq.: Toxic Air Contaminants

Local

- Perris Municipal Code Chapter 19.51: March ARB/IP Airport Overlay Zone (MAOZ)
- March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
- Regional MS4 permit (Order No. Order No. R8- 2002-0011, NPDES No. CAS 618033)
- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ

5.9.9 PROJECT DESIGN FEATURES

None.

5.9.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of existing regulations, Impacts HAZ-1, HAZ-2, and HAZ-4 through HAZ-7 would be less than significant.

Upon implementation of regulatory requirements, Impact HAZ-3 would be **potentially significant**.

5.9.11 MITIGATION MEASURES

Mitigation Measures AQ-8 through AQ-21, as listed in Section 5.3, *Air Quality*.

5.9.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Existing regulatory programs and implementation of Mitigation Measures AQ-8 through AQ-21 would reduce potential impacts associated with hazards and hazardous materials to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to hazards and hazardous materials would occur.

5.9.13 REFERENCES

- CAL FIRE (California Department of Forestry and Fire Protection). (2024). *Fire Hazard Severity Zone Viewer*. from: <https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008>. Accessed April 25, 2023.
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5.10 Hydrology and Water Quality

5.10.1 INTRODUCTION

This section describes the environmental and regulatory setting and identifies potential impacts of the Project on hydrology and water quality resources. This section includes data from:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Drainage Study Reports*, prepared by FMCivil Engineers Inc., October 2024, included as EIR Appendix P
- *Project Specific Water Quality Management Plan*, prepared by FMCivil Engineers Inc., October 2024, included as EIR Appendix O
- *Final Water Supply Assessment*, prepared by the Eastern Municipal Water District, included as EIR Appendix U

5.10.2 REGULATORY SETTING

5.10.2.1 Federal Regulations

Clean Water Act

The Clean Water Act established the basic structure for regulating discharges of pollutants into “waters of the U.S.” The Act specifies a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. Key components of the Clean Water Act that are relevant to the Project are:

- Sections 303 and 304, which provide water quality standards, criteria, and guidelines. Section 303(d) requires the state to develop lists of water bodies that do not attain water quality objectives (are impaired) after implementation of required levels of treatment by point-source dischargers (municipalities and industries). Section 303(d) also requires that the state develop a Total Maximum Daily Loads for each of the listed pollutants. The Total Maximum Daily Load is the amount of pollutant loading that the water body can receive and still be in compliance with water quality objectives. After implementation of the Total Maximum Daily Load, it is anticipated that the contamination that led to the 303(d) listing would be remediated. Preparation and management of the Section 303(d) list is administered by the Regional Water Quality Control Boards (Regional Water Boards).
- Section 401 requires activities that may result in a discharge to a federal water body to obtain a water quality certification to ensure that the proposed activity would comply with applicable water quality standards.
- Section 402 regulates point- and nonpoint-source discharges to surface waters through the National Pollutant Discharge Elimination System (NPDES) program. In California, the State Water Resources Control Board (State Water Board) oversees the NPDES program, which is administered by the local Regional Water Boards. The NPDES program provides both general permits (those that cover a number of similar or related activities) and individual permits.

National Pollutant Discharge Elimination System

The NPDES Permit program under the Clean Water Act controls water pollution by regulating point- and nonpoint-sources that discharge pollutants into “waters of the U.S.” California has an approved State NPDES program. The United States Environmental Protection Agency (EPA) has delegated authority for NPDES permitting to the State Water Board, which has nine regional boards. The Santa Ana Regional Water Board regulates water quality in the City of Perris. Discharge of stormwater runoff from construction areas of one acre or more requires either an individual permit issued by the Regional Water Board or coverage under the statewide Construction General Stormwater Permit for stormwater discharges (discussed below). Specific industries and public facilities, including wastewater treatment plants that have direct stormwater discharges to navigable waters, are also required to obtain either an individual permit or obtain coverage under the statewide General Industrial Stormwater Permit.

5.10.2.2 State Regulations

Porter-Cologne Act

The Porter-Cologne Water Quality Control Act of 1969, codified as Division 7 of the California Water Code, authorizes the State Water Board to provide comprehensive protection for California’s waters through water allocation and water quality protection. The State Water Board implements the requirements of the Clean Water Act and establishes water quality standards that have to be set for certain waters by adopting water quality control plans under the Porter-Cologne Act. The Porter-Cologne Act establishes the responsibilities and authorities of the nine Regional Water Boards, including preparing water quality plans for areas in the region, and identifying water quality objectives and waste discharge requirements. Water quality objectives are defined as limits or levels of water quality constituents and characteristics established for reasonable protection of beneficial uses or prevention of nuisance. Beneficial uses consist of all the various ways that water can be used for the benefit of people and/or wildlife.

The City of Perris is within the Santa Ana River Basin, Region 8, in the San Jacinto sub-watershed. The Water Quality Control Plan for this region was adopted in 1995 and updated in 2019. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards.

California Anti-Degradation Policy

A key policy of California’s water quality program is the State’s Anti-Degradation Policy. This policy, formally known as the Statement of Policy with Respect to Maintaining High Quality Waters in California (State Water Board Resolution No. 68-16), restricts degradation of surface and ground waters. In particular, this policy protects water bodies where existing quality is higher than necessary for the protection of beneficial uses. Under the Anti-Degradation Policy, any actions that can adversely affect water quality in all surface and ground waters must (1) be consistent with maximum benefit to the people of the state; (2) not unreasonably affect present and anticipated beneficial use of the water; and (3) not result in water quality less than that prescribed in water quality plans and policies (i.e., will not result in exceedances of water quality objectives).

California Construction General Permit

The State of California adopted a Statewide NPDES Permit for General Construction Activity (Construction General Permit) on September 2, 2009 (Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ). The latest Construction General Permit amendment became

effective September 1, 2023. The Construction General Permit regulates construction site stormwater management. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the Construction General Permit for discharges of stormwater associated with construction activity. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground, such as stockpiling or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

To obtain coverage under this permit, project operators must electronically file Permit Registration Documents, which include a Notice of Intent, a Stormwater Pollution Prevention Plan (SWPPP), and other compliance-related documents, including a risk-level assessment for construction sites, an active stormwater effluent monitoring and reporting program during construction, rain event action plans, and numeric action levels for pH and turbidity, as well as requirements for qualified professionals to prepare and implement the plan.

The Construction General Permit requires project applicants to file a Notice of Intent with the State Water Board to discharge stormwater, and to prepare and implement a SWPPP for projects that disturb one or more acres of soil. The SWPPP would include a site map, description of stormwater discharge activities, and best management practices (BMPs) taken from the menu of BMPs set forth in the California Stormwater Quality Association BMP Handbook that will be employed to prevent water pollution. It must describe BMPs that will be used to control soil erosion and discharges of other construction-related pollutants (e.g., petroleum products, solvents, paints, cement) that could contaminate nearby water bodies. It must demonstrate compliance with local and regional erosion and sediment control standards, identify responsible parties, provide a detailed construction timeline, and implement a BMP monitoring and maintenance schedule. The Construction General Permit requires the SWPPP to identify BMPs that will be implemented to reduce controlling potential chemical contaminants from impacting water quality. Types of BMPs include erosion control (e.g., preservation of vegetation), sediment control (e.g., fiber rolls), non-stormwater management (e.g., water conservation), and waste management. The SWPPP also includes descriptions of BMPs to reduce pollutants in stormwater discharges after all construction phases have been completed at the site (post-construction BMPs).

California Water Resources Control Board Low Impact Development Policy

The State Water Board adopted the Low Impact Development Policy which, at its core, promotes the idea of “sustainability” as a key parameter to be prioritized during the design and planning process for future development. The State Water Board has directed its staff to consider sustainability in all future policies, guidelines, and regulatory actions. The Low Impact Development Policy is a proven approach to manage stormwater. The Regional Water Boards are advancing Low Impact Development in California in various ways, including provisions for Low Impact Development requirements in renewed NPDES Phase I Municipal Separate Storm Sewer System (MS4) permit.

5.10.2.3 Local and Regional Regulations

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Board. The Regional Water Board sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board’s regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term “water quality standards,” as used in the Federal Clean

Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

Municipal Regional Stormwater NPDES Permit

Within the Riverside County area of the Santa Ana River Basin, management and control of the municipal separate storm sewer system (MS4) is shared by a number of agencies, including the Riverside County Flood Control and Water Conservation District, Riverside County, and the cities of Beaumont, Calimesa, Canyon Lake, Corona, Eastvale, Hemet, Jurupa Valley, Lake Elsinore, Menifee, Moreno Valley, Norco, Perris, Riverside and San Jacinto. The City of Perris Public Works Department is the local enforcing agency of the MS4 NPDES Permit.

On January 29, 2010, the Santa Ana Regional Water Board issued an area wide MS4 permit to the County of Riverside and multiple municipalities in Riverside County, including the City of Perris. Waste discharge requirements for stormwater entering municipal storm drainage systems are set forth in the MS4 permit, Order No. R8- 2002-0011, NPDES No. CAS 618033. On June 7, 2013, the Santa Ana Regional Water Board amended the permit (Order No. R8-2013-0024) to include the Cities of Eastvale and Jurupa Valley. On January 29, 2015, the Permittees received an administrative extension of the Riverside County Municipal Stormwater Permit (NPDES No. CAS618033) from the Santa Ana Regional Water Board.

Riverside County Stormwater Compliance Program

The Riverside County Drainage Area Management Plan is the guidance document for the Project's stormwater design compliance with Santa Ana Regional Water Board requirements. The MS4 permit requires that a preliminary project-specific Water Quality Management Plan (WQMP) be prepared for review early in the project development process and that a Final WQMP be submitted prior to the start of construction. A project specific WQMP is required to address the following:

- Develop site design measures using Low Impact Development principles.
- Evaluate feasibility of onsite Low Impact Development BMPs.
- Maximum hydrologic source control, infiltration, and biotreatment BMPs.
- Select applicable source control BMPs.
- Address post-construction BMP maintenance requirements.

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to hydrology and water quality that are applicable to the Project:

Safety Element

Goal S-4 A community where the potential impacts associated with flood-related hazards are minimized.

Policy S-4.1 Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.

Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.

Conservation Element

Goal VI Water Quality. Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.

Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).

Goal VIII Sustainable Future. Create a vision for energy and resource conservation and the use of green building design for the City, to protect the environment, improve quality of life, and promote sustainable practices.

Policy VIII.A Adopt and maintain development regulations that encourage water and resource conservation.

Perris Municipal Code

Chapter 14.22 (Storm Water/Urban Runoff Management and Discharge Control). Chapter 14.22 of the Perris Municipal Code sets forth the requirements for preparation of project-specific WQMPs. A site specific WQMP shall identify BMPs to ensure that water quality of receiving waters is not degrading following a development project. New projects are required to submit a project-specific WQMP prior to the first discretionary project approval or permit.

Chapter 15.05; Standards for Flood Hazard Reduction. Chapter 15.05 of the Perris Municipal Code sets forth provisions and standards for development within flood hazard zones in the city. In AE flood zones, nonresidential construction is required to be floodproofed or elevated above the base elevation. Chapter 15.05 also includes regulations and prohibitions for development in floodways, which require developments to demonstrate that the development would not increase flood elevation levels.

5.10.3 ENVIRONMENTAL SETTING

5.10.3.1 Regional Hydrology

The City of Perris is in the Santa Ana River Basin, a 2,700-square-mile area in the Coastal Range Province of Southern California located roughly between Los Angeles and San Diego. The San Jacinto watershed in western Riverside County consists mainly of snowmelt and storm runoff from the Santa Rosa and San Jacinto mountains.

5.10.3.2 Watershed

The Specific Plan Area is located in the San Jacinto River watershed. The San Jacinto River is a 42-mile-long river in Riverside County. The watershed covers approximately 780 square miles in western Riverside County. The river's headwaters are in Santa Rosa and San Jacinto Mountains National Monument. Water flows downstream and eventually ends in Lake Elsinore. The natural flow of water through the San Jacinto Watershed carries nutrient-rich sediment into our Canyon Lake and Lake Elsinore (LESJWA, 2023).

The San Jacinto River watershed is regulated by the Santa Ana Regional Water Board. The Santa Ana Regional Water Board manages a large watershed area, which includes most of San Bernardino County to the east and then southwest through northern Orange County to the Pacific Ocean. The Santa Ana Regional Water Board's jurisdiction encompasses 2,800 square miles.

5.10.3.3 Groundwater Basin

The Project site is located within the West San Jacinto Groundwater Basin, a 248-square-mile groundwater basin, and is managed through the West San Jacinto Groundwater Management Plan. Within the West San Jacinto Groundwater Basin, the Project site is located within the Perris North groundwater management zone. The Eastern Municipal Water District (EMWD) oversees groundwater monitoring programs within the plan area (EMWD, 2021).

5.10.3.4 Water Quality

Surface

The nearest surface water is the Perris Valley Storm Channel, located approximately 0.9 mile to the east of the Project site. The Perris Valley Storm Channel is the main receiving water for the Project site and is not classified as an impaired water body, as shown in Table 5.10-1. Other receiving waters include the San Jacinto River (Reach 1 and 3), which is not impaired, Canyon Lake, and Lake Elsinore. Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters as shown in Table 5.10-1. Since the development site is a tributary to Canyon Lake and Lake Elsinore, the development site is a potential contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

Table 5.10-1: Receiving Waters

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity
Perris Valley Storm Channel	None	REC2, WILD, RARE	0.9 mile downstream
San Jacinto River Reach 3	None	RARE	5.2 miles downstream
Canyon Lake (Railroad Canyon Reservoir)	Nutrients, Pathogens	MUN, AGR, GWR, REC1, REC2, COMM, WARM, WILD	11.2 miles downstream
San Jacinto River Reach 1	None	RARE	14.8 miles downstream
Lake Elsinore	Nutrients, Organic Enrichment/Low Dissolved Oxygen, PCBs (Polychlorinated biphenyls), Sediment Toxicity	REC1, REC2, COMM, WARM, WILD, RARE	19.2 miles downstream

Source: FMCivil, 2024a (EIR Appendix O).

Notes:

REC2 (Non-Contact Water Recreation); WILD (Wildlife Habitat); RARE (Rare, Threatened, or Endangered Species); MUN (Municipal and Domestic Supply); AGR (Agricultural Supply); GWR (Groundwater Recharge); REC1 (Water Contact Recreation); COMM (Commercial and Sport Fishing); WARM (Warm Freshwater Habitat)

The City of Perris has adopted the EPA's NPDES regulations in an effort to reduce pollutants in urban runoff and stormwater flows. The Santa Ana Regional Water Board issued the City a MS4 Permit (Order No. R8-2002-0011), which establishes pollution prevention requirements for planned developments. The City participates in an Area-wide Urban Stormwater Runoff Management Program to comply with the MS4 permit requirements. Runoff is managed and regulated under the NPDES MS4 permit and associated Storm Water Management Program.

Groundwater

As identified by the EMWD 2020 Urban Water Management Plan, potable groundwater is produced from the West San Jacinto Basin and the Hemet/San Jacinto Basin. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use (EMWD, 2020).

There are currently two active water wells located within the Specific Plan Area. One well is located at the 2364 Indian Avenue property and one well is located southeast of the Perris Boulevard and Orange Avenue intersection. Water level readings from 2023 indicate a groundwater level of approximately 40 feet below the ground surface (Southern California Geotechnical, 2023). Historically, the wells produced up to 419 acre-feet per year in 2004 (Planning Center, 2008).

5.10.3.5 Existing Drainage

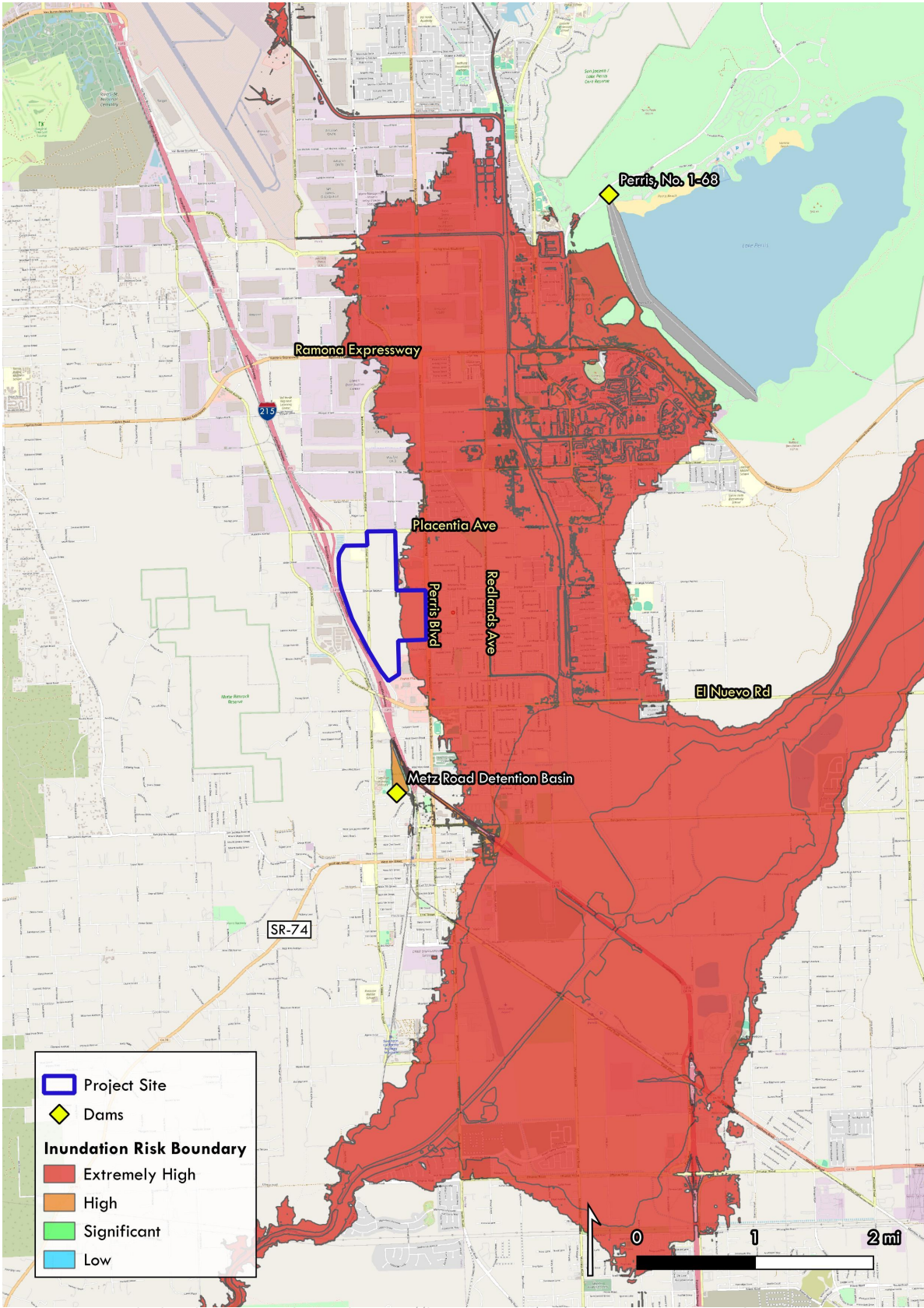
Topographically, the site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Existing onsite runoff infiltrates existing pervious areas and sheet-flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Channel (EIR Appendix P). In addition, two ephemeral drainage features occur onsite. Drainage 1 enters the site from the lower western boundary of the Project site (in the Phase 1 area) through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2 is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue (EIR Appendix F). Drainage 2 is located within the Phase 1 roadway improvement area for Orange Avenue.

5.10.3.6 Flood Zone

According to the Flood Insurance Rate Map (FIRM), published by the Federal Emergency Management Agency (FEMA) (06065C1430H and 06065C1440H), the Project site is primarily located in Zone X, which is an area of minimal flood hazard (FEMA, 2024). As shown in Figure 5.10-1, *Dam Inundation Map*, from the City of Perris General Plan Safety Element, the eastern portion of the Specific Plan Area is located within a dam inundation hazard zone related to the Perris Dam.

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Dam Inundation Area



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5.10.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- HYD-1 Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
- HYD-2 Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- HYD-3 Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - i) result in a substantial erosion or siltation on- or off-site;
 - ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;
 - iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or
 - iv) impede or redirect flood flows.
- HYD-4 In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- HYD-5 Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

5.10.5 METHODOLOGY

This evaluation of the significance of potential impacts related to hydrology and water quality is based on a review of published information and reports regarding regional hydrology and surface water quality. The potential impacts on hydrology and water quality were evaluated by considering the general type of pollutants that the Project would generate during construction and operation. In determining the level of significance, the analysis recognizes that development under the Project would be required to comply with relevant federal, State, and regional laws and regulations that are designed to ensure compliance with applicable water quality standards and waste discharge requirements. Because the regional and local regulations related to water quality standards have been developed to reduce the potential of pollutants in the water resources (as described in Section 5.10.2, *Regulatory Setting*, above), and are implemented to specific waterbodies, such as 303(d) requirements, or development projects such as grading and construction permit regulations, implementation of all relevant water quality and hydrology requirements would limit the potential of the Project to a less than significant impact.

5.10.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square

feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT HYD-1: THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUND WATER QUALITY.

Less than Significant Impact.

Construction

Specific Plan Area

The Santa Jacinto River is the main receiving water for the Project area. As shown on Table 5.10-1, Canyon Lake and Lake Elsinore are classified as impaired water bodies and have been placed on the 303(d) list of impaired waters for the following pollutants: nutrients (Canyon Lake and Lake Elsinore) and DDT, organic enrichment/low dissolved oxygen, PCBs, toxicity (Lake Elsinore). Since the Specific Plan area is a tributary to Canyon Lake and Lake Elsinore, the development site is a potential contributor of pollutants to the impairments within Canyon Lake and Lake Elsinore.

Implementation of the Project would include demolition of the existing structures, site preparation, construction of new buildings, and infrastructure improvements in both Phases of the Specific Plan Area. Demolition of existing structures, grading, stockpiling of materials, excavation and the import/export of soil and building materials, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the City of Perris and the MS4 permit would serve to ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant. All future development within Phase 2 of the Specific Plan, inclusive of the Overlay area, would require project-specific BMP and SWPPP as well, which are implemented as part of the City's construction permitting process.

Pursuant to Perris Municipal Code Chapter 14.22, the Project Applicant would be required to implement an erosion control plan to minimize potential erosion, which is also required as part of the SWPPP. An erosion control plan would be prepared by a qualified SWPPP developer, and would include the following types of erosion control methods that are designed to minimize potential pollutants entering stormwater during construction:

- Prompt revegetation of proposed landscaped/grassed swale areas;
- Perimeter gravel bags or silt fences to prevent offsite transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro mulch, geotextiles, and hydro seeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;
- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Mandatory compliance with the SWPPP through City permitting would ensure that the Project's implementation does not violate any water quality standards or waste discharge requirements during construction activities. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the required BMPs are implemented during construction of the Project. Therefore, compliance with the Perris Municipal Code, MS4 permit, and other applicable requirements, which would be verified during the City's construction

permitting process, would ensure that Project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operations

Phase 1 Developments

Under the existing conditions of the Phase 1 area (location of the proposed Business Park Site, Community Shopping Center, and Commercial Big Box Retail Store) existing land uses, which include residential and vacant land, contribute to surface and groundwater quality degradation. Operation of the proposed commercial and industrial uses would increase onsite uses and impermeable surfaces that would result in an increase in the volume of surface runoff and potential pollutants from vehicles. Operation of the proposed land uses would generate pollutants including trash, debris, oil residue, and other residue that could be deposited on streets, sidewalks, driveways, paved areas, and other surfaces and wash into receiving waters. The pollutants of concern that could be released include bacteria, nutrients, oil and grease, metals, organics, and pesticides. Nutrients in post-construction stormwater include nitrogen and phosphorous from fertilizers from landscaping areas. Excess nutrients can impact water quality by promoting excessive and/or rapid growth of aquatic vegetation and algae growth, which reduces water clarity and results in oxygen depletion. Pesticides can be toxic to aquatic organisms and bioaccumulate in larger species such as birds and fish and result in harmful effects. Oil and grease may end up in stormwater from leaking vehicles, and metals may enter stormwater as surfaces corrode, decay, or leach and from roadway runoff. Table 5.10-2 lists the drainage and water quality improvements required to mitigate the potential hydrology impacts of buildout of the Phase 1 of the Specific Plan.

Pursuant to the requirements of State Water Resources Board Order No. R8-2002-0011, NPDES No. CAS618033, the Project would be required to implement a Water Quality Management Plan (WQMP) which is a site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin. As discussed in the Preliminary WQMP (EIR Appendix O) and Table 5.10-2, development of Phase 1 includes onsite structural source control BMPs that consists of bioretention basins, underground stormwater chambers with modular wetland systems, and pervious landscaped areas that would be sized to treat and retain the WQMP volume.

Water would be treated by the modular wetland systems prior to entering the underground storage chambers and runoff would be treated within the proposed bioretention basins before being discharged. Flows in excess of the 2-year, 24-hour storm event would bypass into onsite underground detention systems and would ultimately discharge into the proposed extension of Perris Valley Master Drainage Plan Line K. Furthermore, the Project includes construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Daniela Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Daniela Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

Table 5.10-2: Description of Phase 1 Proposed Structural BMPs

Development Site	Proposed Drainage Improvements
Regional WQMP Basin	Development of the Phase 1 area would include construction of a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and a lift station. The bioretention basin would have a bottom surface area totaling 76,615 square feet and a design treatment capacity of 137,907 cubic feet. Flows would be conveyed via a low flow water quality line from the Community Shopping Center and Big Box Retail site to the area then stored inside an underground stormwater chamber system where water will be pumped to the surface via a lift station. The lift station would be sized to fully evacuate the chambers within 72 hours in the event of a 2-year, 24-hour storm event.
Community Shopping Center	Three underground stormwater chamber systems within the proposed parking lot
Big Box Retail Site	One underground stormwater chamber system within the parking lot
Business Park Building 1	Two underground stormwater chamber systems east of Building 1
Business Park Building 2	One underground stormwater chamber system west of Building 2, one underground stormwater chamber system east of Building 2
Business Park Building 3	One underground stormwater chamber system north of Building 3, one underground stormwater chamber system east of Building 3
Business Park Building 4	One underground stormwater chamber system northeast of Building 4, one bioretention basin east of Building 4
Business Park Building 5	One underground stormwater chamber system south of Building 5, one bioretention basin east of Building 5
Business Park Building 6	One underground stormwater chamber system north of Building 6, one underground stormwater chamber system south of Building 6
Business Park Building 7	One underground stormwater chamber system north of Building 7, one underground stormwater chamber system south of Building 7

Overall, adherence to the existing regulations as implemented by the Perris Municipal Code would ensure that impacts related to degradation of water quality from operational activities of Phase 1 would be less than significant.

Phase 2 Buildout

Future development proposed within the Phase 2 Specific Plan area would be required to meet the specifications of the City's NPDES Permit and implement a WQMP pursuant to the requirements of State Water Resources Board Order No. R8-2002-0011, NPDES No. CAS618033. Post construction BMPs included in the development specific required WQMP would avoid potential quality degradation of receiving waters resulting from proposed developments. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required Low Impact Development BMPs are constructed during implementation.

Additionally, the City of Perris Director of Development Services would be responsible for administering the provisions of the Specific Plan and would have authority to review and approve development proposals that have been determined to be consistent with the objectives and provisions of the Specific Plan. For all specific procedures not modified or otherwise specified in the Specific Plan, permitting processes and/or appeals for projects within the Specific Plan would be carried out in accordance with the procedures set forth in the Perris Municipal Code.

Overall, adherence to the existing regulations as implemented by the Specific Plan, Perris Municipal Code, and NPDES permit that would be verified through the City's development permitting process would ensure that impacts from buildout of Phase 2 of the Specific Plan related to degradation of water quality from operational activities would be less than significant.

IMPACT HYD-2: THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE SUCH THAT THE PROJECT MAY IMPEDE SUSTAINABLE GROUNDWATER MANAGEMENT OF THE BASIN.

Specific Plan Area

Less than Significant Impact. The Project would not substantially deplete groundwater supplies. The EMWD, which receives a large portion of water from imported sources (EMWD, 2020), would provide water services to the Project site. The Project area overlies the Perris North Groundwater management zone, which is located within the West San Jacinto Basin, and is managed through the West San Jacinto Groundwater Management Plan. The plan manages groundwater extraction, supply, and quality. Further, the West San Jacinto Groundwater Management Plan limits the allowable withdrawal of water from the basin by water purveyors. There are currently two active water wells located within the Specific Plan Area. One well is located at the 2364 Indian Avenue property and one well is located southeast of the Perris Boulevard and Orange Avenue intersection. The onsite wells have historically been used for agricultural irrigation and one of the wells has historically and is currently utilized for one of the onsite residences. The Project would cap the abandoned and cap the existing wells and drill a new well within the WQMP area. Water from the new well would be pumped and used for irrigation of proposed landscaping. Development of Phase 1 would include installation of approximately 1,520,404 square feet of drought tolerant landscaping. Based on the amount of landscaping, it is estimated that approximately 2.89-acre feet per year would be pumped from the proposed groundwater well, which is less than historic use of water from the groundwater from the site, which was estimated to be as high as 419 acre-feet per year in 2004 (Planning Center, 2008). As such, Project operation would not result in a substantial depletion of groundwater supplies. As detailed in Section 5.18, *Utilities and Service Systems*, the EMWD would be able to provide water services to the Project without effecting groundwater supplies.

The EMWD primarily uses imported water to recharge the groundwater basin. Although development of the Specific Plan would result in large areas of impervious surfaces, the site soils do not function to recharge the basin. The infiltration study conducted for the Project identified that the existing site has infiltration rates ranging from 0.1 to 1.7 inches/hour, which does not allow for substantial groundwater recharge; and thus, development of the site would not substantially impact groundwater recharge (EIR Appendix P). Overall, the Project would not substantially decrease groundwater supplies or groundwater recharge and potential impacts would be less than significant.

IMPACT HYD-3i: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD RESULT IN A SUBSTANTIAL EROSION OR SILTATION ON- OR OFF-SITE.

Less than Significant Impact.

Construction

Specific Plan Area

Construction of the structures proposed in both phases of the Specific Plan would require demolition and removal of existing structures, buildings, and infrastructure. Excavation, grading, and other site preparation activities would loosen soils, which has the potential to result in erosion and the loss of topsoil. As discussed in Section 5.4, *Biological Resources*, two ephemeral drainage features occur onsite. Drainage 1 enters the Phase 1 area from the lower western boundary of the Project site through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2, a roadside ditch, extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue. Drainage 2 overlaps right-of-way improvements for Orange Avenue, which would occur as part of Phase 1 construction. Project construction would remove these drainages from the Project site. However, as these drainages are ephemeral and flow with runoff during large storm events, and since the Project would construct permanent storm drainage improvements, removal of the drainages would not result in increased erosion or siltation onsite. Also, the Specific Plan Area is generally flat and does not contain substantial slopes that could induce erosion or siltation.

The existing NPDES Construction General Permit, as included in Perris Municipal Code Chapter 14.22, requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for construction activities that disturb 1 acre or more of soils. The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alternation of a drainage pattern during construction activities. Common types of construction BMPs include:

- Silt fencing, fiber rolls, or gravel bags;
- Street sweeping and vacuuming;
- Storm drain inlet protection;
- Stabilized construction entrance/exit;
- Vehicle and equipment maintenance, cleaning, and fueling;
- Hydroseeding;
- Material delivery and storage;
- Stockpile management;
- Spill prevention and control;
- Solid waste management; and/or
- Concrete waste management.

In addition, a Qualified SWPPP Practitioner is required to ensure compliance with the SWPPP through regular monitoring and visual inspection during construction activities. The SWPPP would be amended and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General

Permit and a SWPPP prepared by a Qualified SWPPP Developer and implemented by a Qualified SWPPP Practitioner would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. Overall, with implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction that could result in substantial erosion or siltation would be less than significant.

Operation

Phase 1 Developments

As discussed above, the Project would alter and remove the two onsite ephemeral drainages. However, as these drainages are ephemeral and flow with runoff during large storm events, removal of the drainages would not result in increased erosion or siltation onsite. As shown in Table 5.10-3, development of Phase 1 of the Specific Plan would result in a substantial increase in impervious areas. The Phase 1 area of the Specific Plan is partially developed and contains approximately 30,000 square feet of impervious area. Development of the proposed Business Park site, Community Shopping Center, and Big Box Retail site would result in approximately 6,563,185 square feet of impervious surface area, which would result in an increase of impervious surface area within the Phase 1 area of 6,533,185 square feet.

Table 5.10-3: Impervious Surface Area for Phase 1 Developments

Site Condition	Phase 1
Existing Impervious Surface	Approx 30,000 square feet
Proposed Impervious Surface	6,563,185 square feet
Net New Impervious Surface	6,533,185 square feet

Source: FMCivil, 2024a (EIR Appendix O)

The pervious areas would be landscaped with groundcover, which would limit substantial erosion during storm events. There would be no substantial areas of bare or disturbed soil onsite subject to erosion after completion of construction activities. In addition, stormwater runoff from the addition of impervious surfaces onsite from development of the Business Park, Community Shopping Center, and Big Box Retail sites would be conveyed to bioretention basins and underground stormwater chambers listed in Table 5.10-2. The basins and underground chambers have been sized to capture and treat peak flow rates resulting from 100-year storm events (EIR Appendix O). As part of the permitting approval process, the proposed drainage, water quality design, and engineering plans would be reviewed by the City's Public Works Department to ensure it meets the City's NPDES Permit requirements for implementation of a project specific WQMP that includes BMPs to limit the potential for erosion and siltation. Overall, adherence to the existing regulations would ensure that potential Project impacts related to erosion and siltation from operational impacts would be less than significant.

Phase 2 Buildout

Proposed development within Phase 2 would be consistent with impacts described above for Phase 1 Developments. Under the Phase 2 Buildout scenario, proposed development would be required to meet the specifications of the City's NPDES Permit and the Applicant would be required to implement a WQMP pursuant to Section 14.22.090 of the Perris Municipal Code. Further, the BMPs identified in the WQMP would reduce potentially significant impacts related to stormwater runoff. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City's Public Works Department to ensure that it limits the potential for erosion and siltation. Overall, adherence to the existing regulations would ensure that the potential impacts from buildout of Phase 2

related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

IMPACT HYD-3ii: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD SUBSTANTIALLY INCREASE THE RATE OR AMOUNT OF SURFACE RUNOFF IN A MANNER WHICH WOULD RESULT IN FLOODING ON- OR OFF-SITE.

Less than Significant Impact.

Construction

Specific Plan Area

According to the FEMA Map 06065C1430H, the Project site is within Flood Zone X, an area with minimal flood hazard. As shown in Figure 5.10-1, *Dam Inundation Map*, from the City of Perris General Plan Safety Element, the eastern portion of the Specific Plan Area is located within a dam inundation hazard zone related to the Perris Dam. Under existing conditions, drainage sheet flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Channel. As discussed in Section 5.4, *Biological Resources*, two ephemeral drainage features occur onsite. Drainage 1 enters the Phase 1 area from the lower western boundary of the Project site through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2, a roadside ditch, extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue. Drainage 2 overlaps right-of-way improvements for Orange Avenue, which would occur as part of Phase 1 construction.

Construction of the Project would include activities that could temporarily alter the existing drainage pattern of the site and would remove the ephemeral drainages and roadside ditch onsite and could result in flooding on or offsite if drainage is not properly controlled. However, as described previously, implementation of the Project requires a SWPPP that would address site specific drainage issues related to construction of the Project and include BMPs to eliminate the potential for flooding or alteration of the drainage pattern during construction activities. This includes regular monitoring and visual inspections during construction activities by a Qualified SWPPP Practitioner. Compliance with the City's NPDES Permit and a SWPPP, as verified by the City through the construction permitting process, would prevent construction-related impacts related to potential increase in runoff or flooding on or offsite from development activities. Therefore, potential impacts would be less than significant.

Operation

Phase 1 Developments

As described previously, proposed development of Phase 1 would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including bioretention basins, underground stormwater chambers, pervious landscaped areas, and new storm drains would be installed during development of Phase 1. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows within pre-treatment drainage basins. These drainage basins would then drain into the subsurface basins which would slow and filter the runoff before its discharge through new storm drain connections to the improved roadway drainage infrastructure. Phase 1 development includes construction of a new 10-foot by

7-foot reinforced concrete box storm drain line in Perris Boulevard to Daniela Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Daniela Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

As detailed in the Preliminary WQMP (EIR Appendix O), the basins and underground chambers have been sized to capture and treat peak flow rates resulting from 100-year storm events. In addition, landscaped areas would accept runoff water from impervious surfaces. In addition, the use of the infiltration basins and landscaping would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the offsite drainage system. Overall, the drainage facilities proposed for the Phase 1 Developments have been sized to be consistent with the City MS4 permit requirements, the Perris Municipal Code, and the Perris Valley Master Drainage Plan objectives. Thus, implementation of the Phase 1 Developments would not substantially increase the rate or amount of surface runoff, such that flooding would occur and potential impacts would be less than significant.

Phase 2 Buildout

Operation of the Phase 2 Buildout scenario would be mostly consistent with impacts described under Phase 1 Development. In addition to stormwater infrastructure proposed under the Phase 1 Development, developments within the Phase 2 Buildout would be required to prepare project-specific WQMPs. Nevertheless, the Preliminary WQMP, included as EIR Appendix O, analyzed stormwater flows from the Phase 2 area in order to ensure that proposed drainage infrastructure would accommodate flows anticipated to result from future development within the Phase 2 area.

Under the Phase 2 Buildout scenario, proposed development would be required to meet the specifications of the City's NPDES Permit and the Project would be required to implement a WQMP pursuant to Section 14.22.090 of the Perris Municipal Code. The WQMP would require that the drainage facilities proposed within the Phase 2 be sized to be consistent with the MS4 permit requirements, the Perris Municipal Code, and the Riverside County Drainage Area Management Plan, and would be verified during the City's development permitting process to ensure the proposed development would not substantially increase the rate or volume of runoff to result in flooding. Thus, future development of Phase 2 of the Specific Plan would not substantially increase the rate or amount of surface runoff such that flooding would occur, and potential impacts would be less than significant.

IMPACT HYD-3iii: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD CREATE OR CONTRIBUTE RUNOFF WATER WHICH WOULD EXCEED THE CAPACITY OF EXISTING OR PLANNED STORMWATER DRAINAGE SYSTEMS OR PROVIDE SUBSTANTIAL ADDITIONAL SOURCES OF POLLUTED RUNOFF.

Specific Plan Area

Less than Significant Impact. As discussed above, the Project would alter and remove the two onsite ephemeral drainages. However, development of the Specific Plan, including both Phase 1 and Phase 2, would include installation of a subsurface storm drain system that would capture runoff from impervious

areas and drain it into one of onsite bioretention basins or underground stormwater chambers that have been designed to accommodate the anticipated runoff from the Specific Plan area. Bioretention basins and underground stormwater chamber systems would capture, retain, and treat the calculated WQMP volume of site storm water. In addition to the storm drain system, landscaped areas within the Project site would receive runoff water from impervious surfaces and infiltrate it into the site soils.

As discussed previously, Section 14.22.090 of the Perris Municipal Code incorporates the requirements of the City's NPDES Storm Water Permit, which requires new development projects to prepare a WQMP. WQMPs are required to include BMPs for source control, pollution prevention, site design, and structural treatment control BMPs. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of water quality. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to issuance of grading permits to ensure that the applicable and required Low Impact Development BMPs are constructed during implementation of the Project. Overall, adherence to the existing regulations as implemented by the Perris Municipal Code would ensure that Project impacts related to storm water drainage and polluted runoff would be less than significant.

IMPACT HYD-3iv: THE PROJECT WOULD NOT SUBSTANTIALLY ALTER THE EXISTING DRAINAGE PATTERN OF THE SITE OR AREA, INCLUDING THROUGH THE ALTERATION OF THE COURSE OF A STREAM OR RIVER OR THROUGH THE ADDITION OF IMPERVIOUS SURFACES, IN A MANNER WHICH WOULD IMPEDE OR REDIRECT FLOOD FLOWS.

Specific Plan Area

Less than Significant Impact. The Phase 1 area of the Specific Plan is partially developed and contains approximately 30,000 square feet of impervious area. Development of the Business Park site, Community Shopping Center, and Big Box Retail site would result in approximately 6,563,185 square feet of impervious surface area, which would result in an increase of impervious surface area within the Phase 1 area of 6,533,185 square feet. Under existing conditions, drainage sheet flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Channel. As discussed in Section 5.4, *Biological Resources*, two ephemeral drainage features occur onsite. Drainage 1 enters the Phase 1 area from the lower western boundary of the Project site through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2, a roadside ditch, extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue. Drainage 2 overlaps right-of-way improvements for Orange Avenue, which would occur as part of Phase 1 construction. The two onsite drainages only flow during high storm events and removal of the two drainages would not substantially impact the drainage pattern of the site.

Use of the surface bioretention basins and subsurface stormwater chambers would regulate the rate and velocity of stormwater flows and would control the amount of discharge into the offsite drainage system. In addition, the drainage facilities proposed for the Project have been sized to adequately accommodate the stormwater flows from the proposed development for the 100-year storm event and are consistent with the Riverside County Flood Control drainage plans and MS4 permit requirements. Thus, although the proposed Project would result in a substantial increase in impervious surfaces on the site, the proposed drainage infrastructure would maintain the existing drainage pattern and accommodate flows, such that storm flows would not be impeded or redirected. Therefore, potential impacts would be less than significant.

IMPACT HYD-4: THE PROJECT WOULD NOT, IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES, RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION.*Specific Plan Area*

Less than Significant Impact. According to the FEMA Map 06065C1430H, the Project site is within Flood Zone X, an area with minimal flood hazard. Therefore, the Specific Plan would not be at risk of the release of pollutants due to Project inundation from flooding.

The Project site is located approximately 45 miles northeast of the Pacific Ocean and separated by the Santa Ana Mountains. Therefore, the Project is not located within a tsunami zone and no impacts would occur.

A seiche is the sloshing of a closed body of water from earthquake shaking. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. The Perris Reservoir, approximately 6 miles northeast of the Project site, potentially poses a seiche risk to the Project site. Although inundation from dam failure is a slight possibility, the potential for that event to occur is relatively small. As shown in Figure 5.10-1, *Dam Inundation Map*, from the City of Perris General Plan Safety Element, the eastern portion of the Specific Plan Area is located within a dam inundation hazard zone related to the Perris Dam. The California Department of Water Resources has developed The Perris Dam Modernization Project, which is intended to make the dam more seismically resilient. In April 2018, the Department of Water Resources completed a major retrofit to Perris Dam as part of a statewide effort to reduce seismic risks to dams. Upgrades to the 130-foot tall, earthen dam included strengthening roughly 800,000 cubic yards of foundation material by mixing cement with soil and reinforcing it with a 1.4 million-cubic-yard earthen stability berm placed on the downstream side of the dam. The dam upgrades were designed to withstand a magnitude 7.5 earthquake. The final phase is the construction of an Emergency Release Facility, which will allow for the safe drawdown of lake water surface levels following a seismic event. This final phase of the project is scheduled to be completed in 2026. Therefore, potential impacts related to seiche would be less than significant.

IMPACT HYD-5: THE PROJECT WOULD NOT CONFLICT WITH OR OBSTRUCT IMPLEMENTATION OF A WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN.*Specific Plan Area*

Less than Significant Impact. Pursuant to the Sustainable Groundwater Management Act, each high and medium priority basin, as identified by the California Department of Water Resources, is required to have a Groundwater Sustainability Agency that is responsible for groundwater management and development of a Groundwater Sustainability Plan. The EMWD Board of Directors is the Groundwater Sustainability Agency for the West San Jacinto Groundwater Basin that underlies the Project site and is responsible for development and implementation of a Groundwater Sustainability Plan. Based on the EMWD 2020 UWMP, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the forecast demand for the EMWD's entire service area (EMWD, 2020). In addition, as discussed in the Water Supply Assessment prepared for the Project, the Project's water demand is within the projected estimate and accounted for in the EMWD's 2020 UWMP (EIR Appendix U).

While the Project would increase imperviousness within the Specific Plan Area, the proposed storm drain system is sized to adequately accommodate increased stormwater flows from the Specific Plan Area and would maintain the existing drainage pattern of the site. Runoff would discharge into one of onsite basins or subsurface chambers, which would retain, slow, and/or filter the runoff before its discharge through new storm drain connections to the existing storm drain infrastructure. The City of Perris is in the Santa Ana River

Basin, Region 8, in the San Jacinto subbasin. The Water Quality Control Plan for this region was adopted in 1995 and updated in 2019. This Basin Plan gives direction on the beneficial uses of the state waters within Region 8, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the established standards. As described previously, Perris Municipal Code Chapter 15 incorporates the requirements of the County's NPDES Storm Water Permit, which would require proposed projects in the Specific Plan Area to prepare a WQMP. WQMPs are required to include BMPs for source control, pollution prevention, site design, and structural treatment control BMPs. As part of the permitting approval process, construction plans would be required to demonstrate compliance with these regulations to minimize the potential of the Project to result in a degradation of water quality. Plans for grading, drainage, erosion control and water quality would be reviewed by the City's Public Works Department prior to the issuance of grading permits to ensure compliance. Thus, construction of the Project would not conflict or obstruct implementation of a water quality control plan.

The Project would use groundwater from the relocated well for landscape irrigation. While groundwater would be pumped from the relocated well, groundwater has historically been pumped onsite for use in agricultural irrigation and for potable water supply for existing homes. In addition, as described above, the Project site overlays the West San Jacinto Basin's North Perris subbasin, which is not adjudicated. The portions of the San Jacinto Basin that are not adjudicated are subject to additional requirements under SGMA and are managed by EMWD under a Groundwater Management Plan and Groundwater Sustainability Plan (EMWD, 2021). From 1985 to 2012, average annual groundwater outflows averaged approximately 24,000 acre-feet per year and groundwater storage increased by approximately 435,500 acre-feet. From 2013 to 2018, outflows averaged approximately 29,400 acre-feet per year and groundwater in storage increased by approximately 6,100 acre-feet per year, despite drought conditions (EMWD, 2021). The Groundwater Sustainability Plan included implementation of projects and management actions to maintain sustainable groundwater use in the Basin. As described previously, a reduction in groundwater recharge from development of the Specific Plan Area would not occur as onsite soils contain low infiltration rates in the current condition and the site is not within a designated groundwater recharge area. Therefore, the Project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation. Thus, potential impacts related to water quality control plan or sustainable groundwater management plan would be less than significant.

5.10.7 CUMULATIVE IMPACTS

Water Quality: The cumulative water quality impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the Santa Ana River watershed. The geographic scope for cumulative impacts related to hydrology and water quality includes the Santa Ana River watershed because cumulative projects and developments could incrementally exacerbate the existing impaired condition and could result in new pollutant related impairments. However, related developments within the watershed would be required to implement water quality control measures pursuant to the same NPDES General Construction Permit that requires implementation of a SWPPP (for construction), a Low Impact Development plan (for operation) and BMPs to eliminate or reduce the discharge of pollutants in stormwater discharges, reduce runoff, reduce erosion and sedimentation, and increase filtration and infiltration, in areas permitted. The NPDES permit requirements have been set by the State Water Board and implemented by the Santa Ana Regional Water Board to reduce incremental effects of individual projects so that they would not become cumulatively considerable. Therefore, overall potential impacts to water quality associated with present and future development in the watershed would not be cumulatively considerable with compliance with all applicable laws, permits, ordinances and plans. As detailed previously, the proposed Project would be implemented in compliance with all regulations, as would be verified by the City during the development permitting process. Therefore, the Project cumulative impacts related to water quality would be less than significant.

Hydrology: The geographic scope for cumulative impacts related to hydrology includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, with implementation of the Project the onsite pervious surfaces would increase, and stormwater runoff would be accommodated by the proposed stormwater drainage infrastructure, including new onsite bioretention basins, onsite underground stormwater chambers, and on- and offsite stormwater lines. Additionally, existing drainage flow patterns would be maintained. As a result, the Project would not generate runoff that could combine with additional runoff from cumulative projects that could cumulatively combine to impact hydrology. Thus, cumulative impacts related to drainage would be less than significant.

Groundwater: The geographic scope for cumulative impacts related to groundwater includes the geographic area above the West San Jacinto Basin's North Perris subbasin. As described above, a reduction in groundwater recharge from development of the Specific Plan Area would not occur as onsite soils contain low infiltration rates in the current condition and the site is not within a designated groundwater recharge area. As a result, the Project would not impact groundwater production in a manner that could combine with other cumulative projects. Thus, cumulative impacts related to groundwater would be less than significant.

5.10.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would reduce the potential impacts of the Project.

- Construction General Permit, Order No. 2009-0009-DWQ, as amended by 2010-0014-DWQ, 2012-0006-DWQ, and 2022-0057-DWQ
- California Water Resources Control Board Low Impact Development Policy
- Regional MS4 permit (Order No. Order No. R8- 2002-0011, NPDES No. CAS 618033)
- Riverside County Drainage Area Management Plan (DAMP)
- Perris Municipal Code Title 15

5.10.9 PROJECT DESIGN FEATURES

None.

5.10.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts HYD-1 through HYD-5 would be less than significant.

5.10.11 MITIGATION MEASURES

No mitigation measures are required.

5.10.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant unavoidable adverse impacts related to hydrology and water quality have been identified and potential impacts would be less than significant.

5.10.13 REFERENCES

- City of Perris. (January 2008). *Draft Harvest Landing Specific Plan Environmental Impact Report*.
- City of Perris. (November 2021). *General Plan Safety Element*. Retrieved October 1, 2024, from <https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000>.
- EMWD (Eastern Municipal Water District). (2020). *2020 Eastern Municipal Water District Urban Water Management Plan*. Retrieved October 1, 2024, from <https://www.emwd.org/what-we-do/water-supply/urban-water-management-plan>.
- EMWD (Eastern Municipal Water District). (2021). *Groundwater Sustainability Plan for the San Jacinto Groundwater Basin*. Retrieved October 1, 2024, from <https://sgma.water.ca.gov/portal/gsp/preview/71>.
- Eastern Municipal Water District (EMWD). (September 2024). *Water Supply Assessment Report*. **(EIR Appendix U)**
- FEMA (Federal Emergency Management Agency). (2024). *FEMA's National Flood Hazard Layer (NFHL) Viewer*. Retrieved October 1, 2024, from <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd>
- FM Civil Engineers, Inc. (October 2024a). *Project Specific Water Quality Management Plan*. **(EIR Appendix O)**
- FM Civil Engineers, Inc. (October 2024b). *Drainage Study Reports*. **(EIR Appendix P)**
- LESJWA (Lake Elsinore and San Jacinto Watersheds Authority). (2023). *The San Jacinto River Watershed*. Retrieved October 1, 2024 from <https://mywatersheds.com/the-san-jacinto-river-watersheds/>.
- Southern California Geotechnical. (September 2023). *Results of Additional Infiltration Testing*. **(Included within EIR Appendix O)**

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5.11 Land Use and Planning

5.11.1 INTRODUCTION

This section provides an analysis of the consistency of the Project with applicable land use plans, policies, and regulations that guide development of the Specific Plan Area and evaluates the relationship of the Project with surrounding land uses. The analysis in this section is based, in part, on the following documents and resources:

- *Connect SoCal 2024*, April 2024
- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code

5.11.2 REGULATORY SETTING

5.11.2.1 Federal Regulations

There are no federal regulations concerning land use and planning impacts that are applicable to the Project.

5.11.2.2 State Regulations

There are no State regulations concerning land use and planning impacts that are applicable to the Project.

5.11.2.3 Local and Regional Regulations

SCAG Regional Transportation Plan and Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is designated by federal law as a metropolitan planning organization and under State law as a Regional Transportation Planning Agency and a Council of Governments. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. SCAG develops transportation and housing strategies for southern California as a whole. On April 4, 2024, SCAG's Regional Council adopted *Connect SoCal 2024*, the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, which includes long-range regional transportation plans, regional transportation improvement programs, regional housing needs allocations, and other plans for the region. Most of the plan's goals are related to regional transportation infrastructure and the efficiency of transportation in the region.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Quality Control Board (Regional Water Board). The Regional Water Board sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality

standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality potential beneficial uses of the water.

City of Perris General Plan 2030

The City of Perris General Plan 2030 consists of nine elements that serve as a guide for City decision-making and planning.

Circulation Element. The purpose of the Circulation Element is to provide for a safe, convenient and efficient transportation system for the city. In order to meet this objective, the Circulation Element has been designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region.

Conservation Element. The Conservation Element strives for a balance between the urban and the natural environments. In recognizing that the natural environment will be affected as development occurs, the Conservation Element provides goals and policies as a framework for the management, preservation, and use of the City's resources.

Housing Element. The purpose of the Housing Element of the Perris General Plan is to ensure that the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that will guide City decision-making and establishes an action program to implement housing goals through 2029.

Land Use Element. The Land Use Element is a 30-year guide for local government decisions on growth, capital investment, and physical development within the City of Perris. The Land Use plan delineates the locations and extent of each of the land uses envisioned in development over the 30-year time period.

Noise Element. The Noise Element sets forth the steps to be taken by the City of Perris to assure that land use decisions include consideration of noise impacts and are consistent with the objectives of the Noise Element

Safety Element. The purpose of the Safety Element is to identify potential risks that could endanger the community's public health, safety, and welfare. Periodic updates of the Safety Element ensure that goals and policies are relevant and responsive to community needs.

Open Space Element. The Open Space Element sets forth the steps to be taken by the City of Perris to promote open space land acquisition and improvement for recreational uses. Changes to the Zoning Ordinance, the Subdivision Ordinance, and Redevelopment Plans, and future decisions on capital improvement plans, annual municipal budgets, and municipal department work programs are the primary means available to the City in achieving the open space goals set forth in the Open Space Element and reflected in the Park Plan.

Healthy Community Element. The purpose of the Healthy Community Element is to promote the health, safety, and general welfare of the Perris's residents, workers, and visitors. The Healthy Community Element provides a framework to implement the General Plan's vision for a healthier sustainable Perris.

Environmental Justice Element. The purpose of the Environmental Justice Element is to promote the health of Perris residents, improve the urban environment, and support a high quality of life. Land use strategies aimed at reducing dependency on cars, minimizing energy consumption, improving community air quality, and increasing access to health food are all examples of how the City can promote cleaner air, physical activity, and a healthier lifestyle for all.

Perris Municipal Code

Title 19: Zoning. Title 19 of the Perris Municipal Code establishes zone districts and development regulations within the boundaries of the city. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the general plan and this code. The enactment of these regulations shall implement the growth and development of the community in a proper and orderly manner as provided by the city's general plan for the maximum benefit of the community.

City of Perris Good Neighbor Guidelines

In September 2022, the City of Perris City Council adopted the City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities. The purpose of the Good Neighbor Guidelines is to protect sensitive receptors and limit potential impacts primarily related to air quality and noise, while allowing for the planned development of new or modified industrial facilities. The Good Neighbor Guidelines provides recommended policies to supplement the City's Zoning Code and Specific Plans for industrial development. Projects that deviate from the Good Neighbor Guidelines may be approved upon the discretion of the approving authority (City of Perris, 2022). Based on the initial entitlement application for the Phase 1 development, none of the buildings proposed within Phase 1 would be subject to the City of Perris Good Neighbor Guidelines. Future industrial buildings within Phase 2 would be subject to the requirements and policies set forth in the City of Perris Good Neighbor Guidelines. Thus, the Good Neighbor Guidelines would be applicable to a portion of the proposed Project.

5.11.3 ENVIRONMENTAL SETTING

Existing City of Perris General Plan land use designations for the properties within the Project site include Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P), as shown on Figure 4-3, *Existing General Plan Land Use Designations*. The Harvest Landing Specific Plan establishes the zoning for the properties within the existing Specific Plan boundaries. The existing zoning designations under the Specific Plan include Community Recreation (CRC), Detention Basin (DB), Harvest Lake (HL), Harvest Landing Sports Park (SP), Multiple Business Use (MBU), High Residential (H), Medium High Residential (MH), Medium Residential (M), HL Low Residential (L), Park (HLP), and Commercial Community (CC), as shown on Figure 3-2, *Existing Harvest Landing Specific Plan*. The existing zoning designations for the proposed annexation parcels are Light Agricultural (A1) and Public (P).

The currently adopted Harvest Landing Specific Plan is a land-use guiding document providing for residential, business, commercial, and open space uses for an area of 341.1 gross acres. As shown on Figure 3-4, *Existing Harvest Landing Specific Plan*, within the existing 341.10-acre Harvest Landing Specific Plan, the Project site contains a variety of land use designations including Multiple Businesses (MBU), HL Sports Park, Community Recreation, Park, Low Residential, Medium Residential, Medium-High Residential, and High Residential. The Specific Plan Area includes two legal non-conforming single-family residences located within the existing MBU area, remnants of two previously demolished residences, vacant land that has been disturbed from previous agricultural uses, and developed roadways, as shown in Figure 3-3, *Aerial View*. The Specific Plan Overlay Area is currently developed with Val Verde Elementary School.

Uses surrounding the Specific Plan Area are mixed urban uses that are similar to those within the central portion of the City of Perris.

- **North:** Placentia Avenue, followed by industrial uses and single-family residences
- **Northeast:** Barrett Avenue followed by townhomes, a storage yard, and a commercial center
- **Southeast:** A commercial center followed by Perris Boulevard and residences

- **Southwest:** I-215 followed by vacant land
- **East:** Perris Boulevard followed by commercial uses and vacant land
- **West:** I-215 followed by various industrial uses and vacant land within unincorporated Riverside County

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- LU-1 Physically divide an established community.
- LU-2 Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.5 METHODOLOGY

The evaluation of impacts to land use and planning is based on a comparison of the Project to the applicable plans, policies, and regulations to determine if implementation of the Project would conflict with a plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.11.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT LU-1: THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY.

Specific Plan Area

No Impact. The physical division of an established community could occur if a major road (expressway or freeway, for example) were built through an existing community or neighborhood, or if a major development was built which was inconsistent with the land uses in the community such that it divided the community. The environmental effects caused by such a facility or land use could include lack of, or disruption of, access to services, schools, or shopping areas.

The Project would include adoption of a Specific Plan Amendment that would allow the development of the Specific Plan Area with 262.38 acres of Multiple Business Uses, 46.49 acres of commercial uses, 12.91 acres WQMP Drainage/Detention area, and 36.5 acres of road and infrastructure improvements. Development of the western portion of the Specific Plan Area would remove the two existing residences near the intersection of Orange Avenue and Indian Avenue. Property owners within the development footprint voluntarily sold their property to the Applicant and have already relocated. Implementation of the proposed Project would remove all of the existing structures from the Specific Plan Area. There are no other residential communities within the Specific Plan Area and the developments surrounding the site are consistent with the Project. Therefore, the Project would not physically divide an established community and no impact would occur.

IMPACT LU-2: THE PROJECT WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT.

Specific Plan Area

Less than Significant Impact.

Connect SoCal 2024 Policies. SCAG's Connect SoCal 2024 policies focus largely on regional transportation and the efficiency of transportation, which are implemented by counties and cities within the SCAG region, as part of the overall planning and maintenance of the regional transportation system. As an individual development, the policies are not directly applicable to the Project. As shown in Table 5.11-1, the Project would not conflict with the adopted Connect SoCal 2024. Therefore, potential impacts would be less than significant.

Table 5.11-1: Consistency with SCAG Regional Transportation Plan/Sustainable Communities Strategy

Connect SoCal 2024 Goal Statements	Project Consistency
Complete Streets	
Pursue the development of Complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities	Consistent. As discussed in Section 5.16, <i>Transportation</i> , would construct new roadways, Private Drive A and Harvest Landing Way. In addition, the Project would vacate Indian Avenue south of Orange Avenue and extend

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Connect SoCal 2024 Goal Statements	Project Consistency
using a variety of modes (e.g., people walking, biking, rolling, driving, taking transit).	Barrett Avenue south of Orange Avenue. As described in Section 3.0, <i>Project Description</i> , the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. Roadway improvements would be designed and constructed pursuant to City Engineering and Harvest Landing Specific Plan standards. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network.
Ensure the implementation of Complete Streets that are sensitive to urban, suburban or rural contexts and improve transportation safety for all, but especially for vulnerable road users (e.g., people, especially older adults and children, walking and biking).	Consistent. As discussed in Section 5.16, <i>Transportation</i> , sidewalks currently exist along Indian Avenue north of Orange Avenue; the east side of Perris Boulevard; the east side of Barrett Avenue; Placentia Avenue; and the north side of Orange Avenue. As detailed in Section 3.0, <i>Project Description</i> , the Project would include construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.
Transit and Multimodal Integration	
Encourage and support the implementation of projects, both physical and digital, that facilitate multimodal connectivity, prioritize transit and shared mobility, and result in improved mobility, accessibility and safety.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed Commercial area. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive A, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange

Connect SoCal 2024 Goal Statements	Project Consistency
	Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage.
Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed Commercial area.
Increase multimodal connectivity (e.g., first/last mile transit and airport connections), which includes planning for and developing mobility hubs throughout the SCAG region .	
Expand the region's networks of bicycle and pedestrian facilities. This includes creating more low stress facilities, such as separated bikeways and bike paths, slow streets, and open streets.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network.
Safety	
Work with local, state and federal partners to advance safer roadways, including reduced speeds to achieve zero deaths and reduce GHGs.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the proposed Project would be required to comply with the circulation system standards and to adhere to uniform standards and practices. Compliance with standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, warrant requirements, capacity, maximum grades and associated features such as medians would be ensured and verified by the City during the plan check and permitting process, prior to obtaining building permits.
15-Minute Communities	
Develop technical-assistance resources and research that support 15-minute communities across the SCAG region by deploying strategies that include, but are not limited to, redeveloping underutilized properties and increasing access to neighborhood amenities, open space and urban greening, job centers and multimodal mobility options.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the Project would develop underutilized properties and create a business park and retail center within 15 minutes of multiple residential neighborhoods. The site has two bus stops within one mile and would include an employee recreation area within the 12.91-acre water quality management basin in addition to employee amenity areas including basketball and pickleball courts within MBU buildings exceeding 100,000 square feet (Buildings 1, 2, 3, 6, and 7).
Sustainable Development	
Research the availability of resources that can support the development of water and energy-efficient building practices, including green infrastructure.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures

Connect SoCal 2024 Goal Statements	Project Consistency
	and water efficient plumbing. Further, as required by Mitigation Measure GHG-4, the Project buildings shall be built to demonstrate equivalency with LEED Silver building standards.
Air Quality	
Coordinate with local, regional, state and federal partners to meet federal and state ambient air-quality standards and improve public health.	Consistent. While the Project would not improve air quality, it would not prevent SCAG from implementing actions that would improve air quality within the region. Mitigation measures are specified to reduce the Project's air quality impacts where necessary, and the Project would incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy, pursuant to Title 24 CALGreen Code and Building Energy Efficiency Standards. As described under Impact AQ-3, the Project would not result in impacts related to health risk with implementation of mitigation. Further, as required by Mitigation Measure GHG-4, the Project buildings shall be built to demonstrate equivalency with LEED Silver building standards. Thus, the Project would not interfere with this goal for SCAG to coordinate with other agencies.
Clean Transportation	
Facilitate development of EV charging infrastructure through public-private partnerships.	Consistent. As discussed in Section 3.0, <i>Project Description</i> , the proposed Phase 1 MBU area would include 224 EV charging stations and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project's industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks.
Support the deployment of clean transit and technologies to reduce greenhouse gas emissions as part of the CARB innovative clean technology (ICT) rule.	Consistent. As discussed in Section 5.6, <i>Energy</i> , the proposed Project would comply with CALGreen/Title 24 requirements to implement energy conservation measures and water efficient plumbing. As discussed in Section 3.0, <i>Project Description</i> , the proposed Phase 1 MBU area would include 224 EV charging stations and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project's industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks.
Natural and Agricultural Lands Preservation	
Work with implementation agencies to support, establish or supplement voluntary regional advance mitigation programs (RAMP) for regionally significant transportation projects to mitigate environmental impacts, reduce per-capita VMT and provide mitigation opportunities through the Intergovernmental Review Process.	Not Applicable. This policy is intended for transportation projects and not private development projects. However, as discussed in Section 5.16, <i>Transportation</i> , while buildout of the proposed Specific Plan area would result in a significant and unavoidable impact related to VMT, the Project would result in an overall reduction in VMT Citywide and thus would be cumulatively less than significant. In addition, the proposed Project would implement Mitigation Measure TR-1, requiring the implementation of a Voluntary Commute Trip Reduction Program.
Continue efforts to support partners in identifying priority conservation areas—including habitat, wildlife corridors, and natural and agricultural lands—for permanent protection.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought-tolerant landscaping, primarily along the boundaries of each

Connect SoCal 2024 Goal Statements	Project Consistency
Support the integration of nature-based solutions into implementing agency plans to address urban heat, organic waste reduction, protection of wetlands, habitat and wildlife corridor restoration, greenway connectivity and similar efforts.	proposed parcel and throughout parking areas, which would reduce the urban heat effect. The proposed industrial and commercial land uses would not result in an increase in organic waste generation. As discussed in Section 5.4, <i>Biological Resources</i> , the Specific Plan Area is mostly vacant and disturbed from previous agricultural activities. Mitigation Measure BIO-1 and Mitigation Measure BIO-2 would be implemented to require preconstruction nesting bird surveys and burrowing owl surveys as well as a Burrowing Owl Relocation Plan, if necessary.
Climate Resilience	
Develop partnerships and programs to support local and regional climate adaptation, mitigation and resilience initiatives.	Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i> , the proposed Project would be required to implement the CALGreen Code for efficient use of water. Additionally, as discussed in Section 5.10, <i>Hydrology and Water Quality</i> , development and construction of the Specific Plan Area would require preparation and adherence to a Stormwater Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP). Therefore, development of the site would not deplete or pollute groundwater resources.
Collaborate with partners to foster adoption of systems and technologies that can reduce water demand and/or increase water supply, such as alternative groundwater recharge technologies, stormwater capture systems, urban cooling infrastructure and greywater usage systems.	

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines policies focus on minimizing potential impacts related to air quality and noise, especially to sensitive receptors. Within the context of the Good Neighbor Guidelines, sensitive receptors are defined as residential communities, schools, parks, playgrounds, daycare centers, nursing homes, hospitals, and other public places where residents are most likely to spend time (City of Perris, 2022). Thus, the nearest sensitive receptors would be Val Verde Elementary School, located 66 feet north of the Phase 2 area; the residences along Barrett Avenue, located 96 feet east of the Phase 2 area; and the residential communities located 181 feet to 454 feet east of the Phase 1 area. Below are the Good Neighbor Guidelines policies that are applicable to the MBU portions of Phase 2 of the Project. Compliance with these policies would be conditioned upon approval for future developments within the Phase 2 area. In addition, while the Good Neighbor Guidelines are not required for Phase 1 of the Project, the Project has either been designed to be consistent with the Good Neighbor Guidelines or this Draft EIR includes mitigation measures that render the Project consistent with the Good Neighbor Guidelines. Therefore, potential impacts related to consistency with the Good Neighbor Guidelines would be less than significant.

Table 5.11-2: Good Neighbor Guidelines Consistency Analysis

Good Neighbor Guidelines Policy	Project Consistency
Goal #1: Protect the neighborhood characteristics of the urban, rural, and suburban communities.	
Any industrial project over 400,000 square feet in size or requiring the preparation of an Environmental Impact Report (EIR) shall be designed to meet the requirements of LEED Silver Certification whether or not certification is pursued. Documentation shall be provided to the City demonstrating compliance.	Consistent. The Project would be designed to obtain a minimum of LEED Silver Certification, or demonstrate equivalency, as required by Mitigation Measure GHG-4.
Building massing shall be consistent with the City's Industrial Design Guidelines to reduce visual dominance on adjacent/nearby sensitive receptors.	Consistent. As detailed in Section 5.1, <i>Aesthetics</i> (Table 5.1-1), the Project would comply with all development standards set by the Harvest Landing Specific Plan Amendment. The Specific Plan Amendment would include

Good Neighbor Guidelines Policy	Project Consistency
	updates to the existing MBU and Commercial Harvest Landing Specific Plan designation design guidelines to ensure consistency with Perris Municipal Code and Perris Valley Commerce Center Specific Plan Commercial and Light Industrial zoning and Specific Plan designations.
When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.	Consistent. As shown in Figure 3-8, <i>Business Park Conceptual Site Plan</i> , trucks traveling to and from the Business Park site would follow City designated truck routes and access would be limited to Frontage Road and Orange Road west of Indian Avenue, avoiding the residential communities east of Perris Boulevard and Barrett Avenue.
Truck loading bays and drive aisles shall be designed to minimize truck noise.	Consistent. As discussed in Section 5.12, <i>Noise</i> , truck loading bays would be oriented away from sensitive receptors and the Project would include a 14-foot-high screening and wing walls along all truck loading areas. Developments within Phase 2 would also be required to be screened and loading docks would be oriented away from sensitive receptors.
All lighting used in conjunction with a warehouse/distribution facility operation shall be directed down into the interior of the site and not spill over onto adjacent properties.	Consistent. As discussed in Section 5.1, <i>Aesthetics</i> , all outdoor lighting would be installed pursuant to Perris Municipal Code Section 19.02.110 to limit glare and spill over to adjacent properties.
If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.	Consistent. The Project would provide a PA system oriented towards the truck trailer loading docks, away from the sensitive receptors to the north and east of the Specific Plan Area.
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city	Consistent. The Phase 1 Business Park would include 976 trailer stalls such that adequate parking for heavy-duty trucks would be provided onsite in order to limit off-site parking of trucks. Future developments within the Phase 2 area would be required to provide truck parking in compliance with Harvest Landing Specific Plan and Perris Municipal Code requirements, which would be verified through the permitting process.
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved Commercially zoned property for the purpose other than doing business at the site, and/or remaining parked or standing for longer than reasonably appropriate to do such business, in accordance with the Perris Municipal Code.	
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.	
It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.	
It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.	
Warehouse/distribution facilities shall be designed to provide adequate on-site parking for commercial trucks	Consistent. The Phase 1 Business Park area would provide 1,492 automobile parking stalls and 976 truck

Good Neighbor Guidelines Policy	Project Consistency
and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.	trailer stalls. Thus, the Project would provide adequate parking onsite and would not require street parking. In addition, as further described in Section 5.16, <i>Transportation</i> , no queuing impacts would occur. Phase 2 development would be required to implement Good Neighbor Guidelines policies including providing sufficient queuing and parking for trucks.
No parking shall be permitted in the landscape setback area.	Consistent. As described in Section 5.1, <i>Aesthetics</i> , the Project would provide setbacks greater than what is required of the Harvest Landing Specific Plan Amendment standards. Therefore, parking stalls would not encroach on the landscape setback area.
Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.	Consistent. Signage to truck routes; signage for idling limits; and telephone numbers of the building facilities manager, South Coast Air Quality Management District (AQMD), and California Air Resources Board (CARB) to report violations would be required by Mitigation Measures AQ-8 and AQ-17. Signage will be included throughout the Specific Plan Area pursuant to the Good Neighbor Guidelines, which would be reviewed and approved by the Building Division during plan check.
Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.	
Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.	
Signs shall be installed in public view with contact information of facility operator and SCAQMD for complaints related to excessive dust, fumes, or odors, and truck and parking complaints. Any complaints made to the facility operator shall be answered within 72 hours of receipt.	
Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.	
Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.	
The developer shall plant one 24-inch box tree per 2,500 square feet of building size including irrigation lines and controllers at an off-site location to be determined by the City (i.e., City right-of-way, parks, etc.) or provide funding equivalent to such cost at the discretion of the City, prior to issuance of the building permit.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box. As set forth within Section 4.2.6 of the Harvest Landing Specific Plan and in accordance with the Perris Municipal Code (Section 19.71.050), shade trees shall be provided within the vehicular parking areas to attain a minimum 50% shade coverage of the parking area within five years of planting.

Good Neighbor Guidelines Policy	Project Consistency
Goal #2: Minimize exposure of diesel emissions to neighbors that are situated in close proximity to the warehouse/distribution center.	
<p>Minimize the air quality impacts of trucks on sensitive receptors by:</p> <ul style="list-style-type: none"> a) Restricting diesel engine and construction equipment idling to 5 minutes or less (SCAQMD Rule 2485). A driver of a vehicle shall turn off the engine upon stopping at a destination. b) Designing facilities with adequate on-site queuing for trucks and away from sensitive receptors and preventing queuing of trucks on surrounding public streets. c) Providing ingress and egress for trucks away from sensitive receptors. d) For buildings with 50 or more dock high doors, a site plan is required identifying a planned location for future electric truck charging stations and installation of raceway for conduit to that location. A ratio of one charging station shall be required for every 50 dock high doors. e) On site equipment, such as forklifts, shall be electric with the necessary electrical charging stations provided or be powered by alternative technology. f) Passenger vehicles parking should be separated from enclosed truck parking/truck court, and have separate primary access. g) At least 10% of all passenger vehicle parking spaces shall be electric vehicle (EV) ready. At least 5% of all passenger vehicle parking spaces shall be equipped with working Level 2 Quick charge EV charging stations installed and operational, prior to issuance of a certificate of occupancy. Signage shall be installed indicating EV charging stations and that spaces are reserved for clean air/EV vehicles. h) Encouraging replacement of diesel fleets with new model vehicles. i) Preventing the queuing of trucks on streets or elsewhere outside the warehouse facility or near sensitive receptor. j) Promoting the installation of on-site electric hook-ups to eliminate idling of main and auxiliary engines during loading and unloading of cargo and when trucks are not in use – especially where transport refrigeration units (TRUs) are proposed to be used. 	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, the Project would comply with the regulations set forth by the South Coast AQMD for idling, would provide adequate onsite queuing space, and alternatively fueled onsite equipment as required by Mitigation Measures AQ-8 and AQ-10. Further, the Project would only provide truck access off of Frontage Road and a small portion of Orange Avenue east of Frontage Avenue, oriented away from existing residential zones, and would provide separate access points and parking areas for trucks and passenger vehicles. Additionally, as discussed within Section 3.0, <i>Project Description</i>, there would be 224 parking stalls dedicated for electric vehicle (EV) charging at the time of Project opening and 76 EV capable stalls to accommodate future demand. Further, as required by Mitigation Measure AQ-13, the Project's industrial buildings would include conduit for future installation of charging stations for electric heavy duty trucks and light duty trucks. As required by Mitigation Measure AQ-10, all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. Mitigation Measure AQ-19 requires that Project Applicant/Developer/Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy. Mitigation Measure AQ-14 shall ensure that all Project lease agreements require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.</p>
<p>No operation shall be permitted which emits odorous gases or other odorous matter in such quantities as to be dangerous, injurious, noxious, or otherwise objectionable to a level that is detectable with or without the aid of instruments at or beyond the lot line of the property containing said operation or activity.</p>	<p>Consistent. As discussed in Section 5.3, <i>Air Quality</i>, operation of the proposed industrial uses would not involve the types of uses (wastewater treatment, paint/coating operations, chemical manufacturing, etc.) that would emit odorous gases.</p>
<p>Avoid locating exits and entries near sensitive receptors.</p>	<p>Consistent. Site driveways for truck access would be oriented along City designated truck routes to avoid the sensitive residential community to the east and Val Verde Elementary School to the north, as shown in Figure 3-8, <i>Business Park Conceptual Site Plan</i>. Trucks accessing the</p>

Good Neighbor Guidelines Policy	Project Consistency
	site would utilize Frontage Road and a small portion of Orange Avenue west of Indian Avenue.
On-site speed bumps shall not be allowed, except at security/entry gates.	Consistent. The Project would not provide speed bumps onsite.
Warehouses greater than 100,000 square feet are required to directly reduce nitrogen and diesel particulate matter emissions (SCAQMD Rule 2305).	Consistent. The Project would be required to comply with South Coast AQMD Rule 2305, related to regulating and reporting truck trips in compliance with the WAIRE program.
Buildings over 400,000 square feet shall install solar panels so 100% of the power is supplied to the office area of the facility, unless it is restricted due to the March Air Force Base Accident Potential Zone	Consistent. Solar panels would be installed to supply 100% of the power demand of the office area within all of the proposed industrial and/or warehouse buildings within the Phase 1 Business Park and future buildings within the Phase 2 MBU area.
Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.	Consistent. The industrial uses associated with the proposed Project would be speculative. As currently proposed, the Project would not include any cold storage uses. Should future cold storage uses be proposed, additional CEQA review and entitlements would be required.
Pursuant to CARB's Truck and Bus Regulation, facility operators shall maintain records of their facility owned and operated fleet equipment and ensure that all diesel fueled Medium-Heavy Duty Trucks (MHDT) and Heavy-Heavy Duty (HHD) trucks with a gross vehicle weight rating greater than 19,500 pounds use year CARB compliant 2010 or newer engines. Records should be made available to the City of Perris.	Consistent. Facility operators would be required to implement equipment reporting and would ensure appropriate engine ratings as required by CARB's Truck and Bus Regulation.
Facility operators shall coordinate with CARB and SCAQMD to obtain the latest information about regional air quality concentrations, health risks, and trucking regulations.	Consistent. Facility operators would be required to operate the Project consistent with applicable CARB and South Coast AQMD regulations.
Equipment operator of a TRU (Transportation Refrigeration Unit) shall not cause a TRU to operate while stationary unless the vehicle is lawfully parked and not within 500 feet of a school, unless the operator is actively engaged in the process of loading or unloading cargo or is waiting in a queue to load or unload for a period not to exceed 2 hours.	Consistent. Phase 1 MBU loading docks would be oriented away from the Val Verde Elementary School campus and would be over 500 feet from the campus. Future developments within the Phase 2 MBU area would also be required to comply with the Good Neighbor Guidelines, which would be verified through the City's permitting process. Further, as currently proposed, the Project would not include any cold storage uses. Should future cold storage uses be proposed, additional CEQA review and entitlements would be required.
Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).	Consistent. The Project would provide these features in compliance with Title 24, which would be verified by the Building Division during plan check. The Project would be designed to obtain a minimum of LEED Silver Certification, or demonstrate equivalency, as required by Mitigation Measure GHG-4.
Post signs requiring to turn off truck engines when not in use.	Consistent. Signage would be provided within the Specific Plan Area prior to certificate of occupancy, as specified by Mitigation Measure AQ-8, which would be reviewed and approved by the Building Division during plan check.

Good Neighbor Guidelines Policy	Project Consistency
Goal #3: Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.	
The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.	Consistent. The Project would utilize City designated truck routes to and from the Specific Plan Area, as shown in Figure 5.16-2, <i>Perris Truck Routes</i> . Truck movement to and from the Specific Plan Area would directly access the site via Frontage Road and a small portion of Orange Avenue east of Frontage Road. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage as required by City of Perris Good Neighbor Guideline Policy 1.16 and Mitigation Measure AQ-17. Therefore, the Proposed Project would be consistent with the truck routes identified in the City General Plan and the Harvest Landing Specific Plan.
Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.	Consistent. Onsite driveways have been evaluated to ensure that the necessary queue length is provided to ensure that trucks accessing the business park buildings do not back onto Frontage Road, Orange Avenue, Harvest Landing Way, or Barrett Avenue. In addition, once tenants are known for the proposed drive-thru restaurants, a tenant-specific queueing analysis would be prepared and reviewed by City Engineering prior to issuance of a building permit.
Truck traffic shall be routed to impact the least number of sensitive receptors.	Consistent. The Project would utilize City designated truck routes to and from the Specific Plan Area, as shown in Figure 5.16-2, <i>Perris Truck Routes</i> . Truck movement to and from the Specific Plan Area would directly access the site via Frontage Road and a small portion of Orange Avenue east of Frontage Road. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage as required by City of Perris Good Neighbor Guideline Policy 1.16 and Mitigation Measure AQ-17. Therefore, the Proposed Project would be consistent with the truck routes identified in the City General Plan and the Harvest Landing Specific Plan.
To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.	Consistent. The Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue, south of Val Verde Elementary School. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.

Good Neighbor Guidelines Policy	Project Consistency
<p>Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.</p>	<p>Consistent. Building 2 would include a 410-foot stacking distance prior to the check in gate, Buildings 3 and 4 would include a 176-foot stacking distance, Building 6 would feature a 460-foot stacking distance and building 7 would include a 255-foot stacking distance, and two lanes would be provided for ingress. Trailers would not be required to be parked on the public right of way as 976 trailer stalls would be provided within the Specific Plan Area.</p>
<p>Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.</p>	<p>Consistent. Parking within the Phase 1 MBU area would be oriented to face internally towards the other industrial buildings and away from surrounding sensitive receptors. Further, truck parking areas would be screened through construction of 14-foot-high screen walls, which would prevent the trucks from being visible from the public right-of-way.</p>
Goal #4: Provide buffers between warehouses and sensitive receptors.	
<p>A separation of at least 300 feet shall be provided, as measured from the dock doors to the nearest property line of the sensitive receptor.</p>	<p>Consistent. The Phase 1 Business Park area is not located within 300 feet of any sensitive receptors. Future development within the Phase 2 MBU area would be required to construct dock doors at least 300 feet from Val Verde Elementary School and the other surrounding residences, consistent with this measure.</p>
<p>A minimum 30-foot landscape setback shall be provided along property lines when adjacent to sensitive receptors.</p>	<p>Consistent. The Phase 1 Business Park area is not directly adjacent to any sensitive receptors pursuant to the definition for sensitive receptors set forth in the City's Good Neighbor Guidelines. The commercial area would be developed between the industrial uses and sensitive receptors to the east. Future development within the Phase 2 MBU area would be required to implement this measure, which would be verified through the City's permitting process.</p>
<p>Loading areas shall be screened with a 14-foot-high decorative block wall, architecturally consistent with the building, and an 8-foot high berming in front of the wall to soften the view of the wall from the public right of way.</p>	<p>Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls.</p>
<p>The architecture of the building shall include at least two decorative materials (e.g., stone, brick, metal siding, etc.) and consist of a variation in plane and form, varied roof lines, pop-outs, recessed features, which are intended to result in interior and exterior areas that can be used by the general public, visitors, and employees.</p>	<p>Consistent. The proposed Phase 1 Business Park buildings would incorporate various architectural elements allowed by the Specific Plan, including smooth concrete, masonry block with textured or sandblasted finishes, glass and curtainwall glazing systems, natural and manufactured stone and limited metal panel systems, and light and warm-toned exterior building colors, as shown in Figures 3-9 through 3-15. Future development within the Phase 2 MBU area would be required to implement this measure, which would be verified through the City's permitting process.</p>
<p>All landscaping shall be irrigated for the life of the facility.</p>	<p>Consistent. Water lines for landscaping irrigation would be provided by the Project.</p>

Good Neighbor Guidelines Policy	Project Consistency
An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.	Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls. With implementation of wing walls as included in the Project design, as described in Section 5.12, Noise, operational noise and vibration impacts from truck activities onsite would be less than significant. In addition, the Phase 1 MBU area would be screened by landscaping and commercial development as shown in Figure 3-16, <i>Business Park Landscape Plan</i> .
Dock doors shall be located where they are not readily visible from sensitive receptors or major roads. If it is necessary to site dock doors where they may be visible, a method to screen the dock doors shall be implemented. A combination of landscaping, berms, walls, and similar features shall be considered.	Consistent. Loading areas and truck parking spaces would be screened from the public right-of-way by 14-foot-high screen walls. In addition, landscaping would be planted along the boundaries of the Specific Plan Area.
Require on-site signage for directional guidance to trucks entering and exiting the facility to minimize potential impacts on sensitive receptors.	Consistent. The Project would include onsite truck signage, as required by Mitigation Measure AQ-17, which would be verified and approved by the Building Division during plan check.
Goal #5: Establish an education program to inform truck drivers of health effects of diesel particulate and conduct community outreach to address residents' concerns.	
Provide adequate notification to all owners of real property on the latest records of the County Assessor within 500 feet of the real property or at least 25 property owners, whichever is greater, for all required public notices pertaining to a warehouse project's entitlement.	Consistent. The Project Applicant would provide public notice of the Project and preparation of the EIR pursuant to Section 15087 of the State CEQA Guidelines.
Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.	Consistent. Project operational activities would be required to be conducted in line with CARB and South Coast AQMD requirements, which limit unnecessary truck idling. In addition, as described in Section 5.16, <i>Transportation</i> , the Project would not result in queuing impacts during peak operational hours. Further, Mitigation Measure AQ-14 requires implementation of this measure.
Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.	Consistent. Phase 1 of the Project would include 976 trailer stalls such that adequate parking for maintenance of trucks would be provided onsite.
Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SCAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.	Consistent. The Project facility operators would be required to establish a rideshare program as required by South Coast AQMD Rule 2202 and Mitigation Measures AQ-11 and AQ-15.
Provide informational flyers and pamphlets for truck drivers about the health effects of diesel particulates and importance of being a good neighbor.	Consistent. Information related to the health effects of diesel emissions would be provided to truck drivers and Project vicinity in line with the Good Neighbor Guidelines. In addition, Project occupants would be provided with information from CARB and the South Coast AQMD regarding resources, as required by Mitigation Measures AQ-18 and AQ-19.
Encourage facility owners/management to have site visits with neighbors and the community to view measures taken to reduce/and or eliminate diesel particulate emissions.	

Good Neighbor Guidelines Policy	Project Consistency
Encourage facility owners/management to coordinate an outreach program that will educate the public.	
Provide facility owners/management with information from CARB and SCAQMD and encourage the utilization of resources provided by those agencies.	
Applicant shall engage in a community outreach effort to determine issues of concern during the project entitlement process.	Consistent. The Draft EIR and Final EIR would include and address all public comments received during the Notice of Preparation comment period and Draft EIR comment period. In addition, a public scoping meeting was held in the City of Perris during the circulation of the Notice of Preparation on August 21, 2024.
Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.
Applicant may be required to provide a supplemental funding contribution to further offset potential air quality impacts to the community and provide a community benefit beyond any CEQA related mitigation measures.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would incorporate design features and mitigation measures to reduce air pollutant emissions to the greatest extent feasible.
Goal #6: Implement construction practice requirements in accordance with State requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.	
In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.	Consistent. The Project Applicant would be required to provide construction inspection reports to the City.
All diesel fueled off-road construction equipment greater than 50 horsepower shall be equipped with CARB Tier 4 Compliant engines. If Tier 4 equipment is not available within 50 miles of the project site, Tier 3 or cleaner off road construction equipment may be utilized.	Consistent. Construction of the proposed Commercial and MBU uses would be required to utilize CARB Tier 4 construction equipment, as required by Mitigation Measure AQ-2.
Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with manufacturer's standards.	Consistent. As discussed in Section 5.12, <i>Noise</i> , the Project analyzed construction noise and vibration impacts which includes roadway widening activities. The staging of construction equipment away from noise-sensitive uses is required by the Good Neighbor Guidelines. Thus,
Construction contractors shall locate or park all stationary construction equipment away from sensitive	

Good Neighbor Guidelines Policy	Project Consistency
receptors nearest the project site, to the extent practicable.	construction noise impacts associated with Project roadway improvements would be less than significant.
The surrounding streets shall be swept on a regular basis to remove any construction related debris and dirt.	Consistent. The Project would implement dust control measures as required by South Coast AQMD Rule 403. Control measures on paved roads include the sweeping of excess dust within the street.
Appropriate dust control measures that meet the SCAQMD Rule 403 standards shall be implemented for grading and construction activity.	
Construction equipment maintenance records and data sheets, as well as any other records necessary to verify compliance with CARB standards shall be kept on site and furnished to the City of Perris upon request.	Consistent. Project construction would adhere to CARB and South Coast AQMD requirements during construction and would provide maintenance records at the request of the City of Perris.
Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.	Consistent. Consistent with standard City conditions, the Project Applicant would prepare and implement a construction traffic control plan.
Minimize noise from construction activities.	Consistent. As discussed in Section 5.12, Noise, the Project would be required to comply with municipal code section 7.34.060 which limits construction activities between the hours of 7:00 a.m. to 7:00 p.m. on weekdays and Saturday. Further, as discussed, construction noise impacts would be less than significant.
The maximum daily disturbance area (actively graded area) shall be determined by the Air Quality Study.	Consistent. The maximum daily disturbance area was determined in the Air Quality Impact Analysis (EIR Appendix B). This maximum daily disturbance area will be specified as a condition of approval.
Use of the most readily available technology (CARB Tier 3, Tier 4 Interim, and Tier 4 Compliant equipment).	Consistent. Construction of the proposed Commercial and MBU uses would be required to utilize CARB Tier 4 construction equipment, as required by Mitigation Measure AQ-2.
Designate an area of the construction site where electric-powered construction vehicles and equipment can charge if the utility provider can feasibly provide temporary power for this purpose.	Consistent. Where necessary and feasible, the Project would provide charging for electric-powered construction equipment.
During construction, signs are required to be in public view with contact information for a designated representative of the building occupant and an SCAQMD representative who is designated to receive complaints about excessive dust, fumes, or odors on this site.	Consistent. Signage containing information for a community liaison regarding excessive dust, fumes, or odors complaints would be posted onsite during construction, as required by Mitigation Measure AQ-3.
Goal #7: Ensure compliance with the California Environmental Quality Act (CEQA) and State environmental agencies	
In compliance with CEQA, conduct SCAQMD California Emissions Estimator Model (CalEEMod) and Emission Factors (EMFAC) computer models to identify the significance of air quality impacts on sensitive receptors.	Consistent. As discussed in Section 5.3, Air Quality, CalEEMod was used to model construction and operational emissions. The potential air quality impacts of the Project have been evaluated pursuant to South Coast AQMD guidance.
Require an air quality analysis to ensure air quality protection, in accordance with the Air Quality Management District (AQMD) guidelines, for both project specific and cumulative impact analysis.	

Good Neighbor Guidelines Policy	Project Consistency
Require Health Risk Assessments for industrial uses within 1,000 feet of sensitive receptors in accordance with AQMD guidelines.	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , A Health Risk Assessment was prepared for the Project and is included as EIR Appendix C.
A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.	Consistent. A Noise Impact Analysis was conducted for the Project (EIR Appendix Q). The results of the analysis are discussed in Section 5.12.
Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.	Consistent. The facility operators would establish a rideshare program as required by South Coast AQMD Rule 2202 and Mitigation Measures AQ-11 and AQ-15. In addition, the Project would include bicycle parking for Project employees.
Require signage about CARB regulations.	Consistent. Signage will be included, as required by Mitigation Measure AQ-8, which would be reviewed and approved by the Building Division during plan check.
All building roofs shall be solar-ready.	Consistent. All proposed warehouse and industrial building would be constructed to support the installation of solar panels. Solar panels would be installed to supply 100% of the power demand of the office areas.
Require the use of low Volatile organic compounds (VOC) paints and coatings (SCAQMD Rule 1113).	Consistent. The Project would use low VOC paints and coatings as required by South Coast AQMD Rule 1113 and Mitigation Measure AQ-1.
All signs shall be legible, durable, and weather-proof.	Consistent. Specifications on signage would be reviewed and approved by the Building Division during plan check.

City of Perris General Plan Policies

The Specific Plan Area has a City of Perris General Plan Land Use of Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P). The Harvest Landing Specific Plan establishes the zoning for the properties within the Harvest Landing Specific Plan planning area. The Project includes a Specific Plan Amendment to annex three parcels to the Specific Plan area and designating them as MBU (APNs 305-060-042, 305-060-036, and 305-060-037) and add an MBU overlay to APN 305-060-038, increasing the total Specific Plan area to 358.28 acres. In addition, the Specific Plan Amendment is proposed to change the existing land use plan of the Specific Plan area to replace residential uses with Multiple Business and Commercial uses, as shown in Figure 3-6, *Proposed Harvest Landing Specific Plan Land Use Plan*. The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio within the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris Commercial Community General Plan land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed floor area ratio within the Multiple Business designation from 0.35 to 0.75, which would be consistent with the City of Perris Light Industrial General Plan land use designation. Furthermore, as shown below in Table 5.11-3, the proposed Project would be consistent with the applicable City General Plan Policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 5.11-3: City of Perris General Plan Policy Consistency

General Plan Policy	Project Consistency
Land Use Element	
Policy II.A Require new development to pay its full, fair-share of infrastructure costs	Consistent. The Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to Perris Municipal Code Chapter 19.68.020.
Policy II.B Require new development to include school facilities or pay school impact fees, where appropriate.	Consistent. Pursuant to Perris Municipal Code Chapter 19.68.020, the Project would be required to pay development impact fees to mitigate the cost of public facilities including schools needed to offset the impact of new development.
Policy V.A. Restrict development in areas at risk of damage due to disasters.	Consistent. As further described in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Specific Plan Area is not within a high or very high fire hazard severity zone. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the Specific Plan Area is in an area of minimal flood hazard.
Policy V.B. Ensure land use compatibility near March Air Reserve Base/Inland Port (ARB/IP) by implementing the policies of the 2014 March ARB/IP Airport Land use Compatibility Plan (ALUCP).	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Project is consistent with the Basic Compatibility Criteria table as outlined in Perris Municipal Code Section 19.51.060. The Project does not propose any potentially hazardous activities or the bulk storage of hazardous materials which would impact aircraft safety. Therefore, the Project would not pose any hazards to March ARB/IPA.
Circulation Element	
Policy I.B Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area.

General Plan Policy	Project Consistency
<p>Policy I.D Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. In addition, the proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project would include construction of a sidewalk along Perris Boulevard that would provide additional pedestrian access to the bus stop from the proposed Project's commercial and industrial uses.</p>
<p>Policy II.B Maintain the existing transportation network while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. The proposed Project would construct a bus stop along Perris Boulevard adjacent to the proposed commercial area. The Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. Finally, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage.</p>
<p>Policy III.A Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.</p>	<p>Consistent. The Project would be required to pay development impact fees that would contribute to infrastructure improvements pursuant to Perris Municipal Code Chapter 19.68.020.</p>

General Plan Policy	Project Consistency
<p>Policy IV.A Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.</p>	<p>Consistent. The Project would include the construction of bikeways and a 12.91-acre water quality management basin with walking paths and exercise equipment. In addition, the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. Construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network.</p>
<p>Policy V.A Provide for safe movement of goods along the street and highway system.</p>	<p>Consistent. As discussed in Section 5.16, <i>Transportation</i>, the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue south of Val Verde Elementary School. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue, which would be prevented through installation of signage.</p>
<p>Policy VIII.A Encourage the use of Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.</p>	<p>Consistent. The facility operators would establish a Voluntary Commute Trip Reduction Program as required by Mitigation Measure TR-1. In addition, the Project would include bicycle parking for Project employees.</p>
<p>Policy VIII.B Identify Transportation Systems Management (TSM) strategies that will assist in mitigating traffic impacts and that will maintain the desired level of service along the street and highway system.</p>	<p>Consistent. The facility operators would establish a Voluntary Commute Trip Reduction Program as required by Mitigation Measure TR-1. In addition, the Project would include bicycle parking for Project employees.</p>
<p>Conservation Element</p>	
<p>Policy II.A Comply with state and federal regulations to ensure protection and preservation of significant biological resources.</p>	<p>Consistent. As discussed in Section 5.4, <i>Biological Resources</i>, the Project would not result in any significant impacts to biological resources, nor would it conflict with any State and federal regulations with implementation of Mitigation Measures BIO-1 through BIO-3.</p>
<p>Policy III.A Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conservation criteria procedures and mitigation requirements set forth in the MSHCP.</p>	<p>Consistent. A General Biological Assessment (EIR Appendix D) was conducted for the Project, which reviewed Project consistency with the MSHCP. Development of the Specific Plan would be in compliance with the requirements set forth in the MSHCP with implementation of Mitigation Measures BIO-1 through BIO-3.</p>

General Plan Policy	Project Consistency
Policy IV.A Comply with state and federal regulations and ensure preservation of the significant historical, archaeological and paleontological resources.	Consistent. As discussed in Section 5.5, <i>Cultural Resources</i> , a Historical Assessment was prepared for the Project (EIR Appendix I). No historical resources were found onsite. Implementation of Mitigation Measures CUL-1 and CUL-2 would ensure that impacts related to archaeological resources would be less than significant, in the event that unknown resources were discovered during ground-disturbing activities. In addition, a Paleontological Resources Assessment was prepared (EIR Appendix L) and Mitigation Measure PAL-1 is included to ensure that potential impacts would remain less than significant in the event that unknown resources were discovered.
Policy V.A Coordinate land-planning efforts with local water purveyors.	Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i> , A Water Supply Assessment was prepared for the proposed Project (EIR Appendix U) comparing the estimated demands of the proposed Project to the projected demand for the Specific Plan based on the EMWD's 2020 Urban Water Management Plan. The Water Supply Assessment found that the demands of the proposed Project were within the projections of the EMWD's 2020 UWMP.
Policy VI.A Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).	Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , stormwater detention facilities would be sized to meet the required design capture volume to meet pollutant control requirements.
Goal VII Protection of significant landforms.	Consistent. As discussed in Section 4.0, <i>Environmental Setting</i> , the Specific Plan Area is disturbed from previous agricultural activities and is vegetated with non-native grasses. The site is relatively flat with a gentle slope. Thus, there are no significant landforms present onsite that would be removed as a part of the Project.
Policy VII.A Preserve significant hillsides and rock outcroppings in the planning areas.	Consistent. The Specific Plan Area is relatively flat and does not contain any hillsides or rock outcroppings that would be removed/graded during the development of the Specific Plan Area.
Policy IX.A Encourage land uses and new development that support alternatives to the single occupant vehicle.	Consistent. As described within Section 3.0, <i>Project Description</i> , the proposed Project would include EV van accessible, clean air van carpool, and bicycle parking in the Business Park site and Community Shopping Center.
Policy X.B Encourage the use of trees within project design to lessen energy needs, reduce the urban heat island effect, and improve air quality throughout the region.	Consistent. As discussed in Section 3.0 <i>Project Description</i> , a total of 1,239,079 square feet or 20.2 percent of the business park site would be covered in drought tolerant landscaping, primarily along the boundaries of each proposed parcel and throughout parking areas. A variety of 24-inch box trees, 15 gal trees, shrubs, accents, and groundcover would be planted. Proposed tree species would include Blue Palo Verde, Desert Willow, Chitalpa, Camphor Tree, Olive, Canary Island Pine, Afghan Pine, London Plane, Chilean Mesquite, African Sumac, California Pepper, and Brisbane Box.
Policy X.C Encourage strategic shape and placement of new structures within new commercial and industrial projects.	Consistent. The Project is designed to orient the industrial and/or warehouse activities and truck access to the west near the I-215 with the commercial uses acting as a buffer between the MBU uses to the west and the residences to the east of Perris Boulevard.

General Plan Policy	Project Consistency
Housing Element	
Politic 2.4 Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	Consistent. As discussed in Section 5.13 <i>Population and Housing</i> , while the Project would result in the rezoning of 1,860 residential units to non-residential uses, the City's 2021-2029 Housing Element indicated an abundance of 152 lower income, 399 moderate income, and 2,629 above moderate-income units over the City's allocated RHNA objectives in order to protect the City from noncompliance with "No Net Loss Law". Since the existing Specific Plan proposed moderate to above-moderate income housing, the City's RHNA buffer would be able to accommodate housing capacity reduction as a result of the Project. Further, while the City is responsible for updating the Housing Element sites inventory, there is sufficient capacity to accommodate the remaining RHNA for the Housing Element planning period.
Noise Element	
Policy II.A Appropriate measures shall be taken in the design phase of future roadway widening projects to minimize impacts on existing sensitive noise receptors.	Consistent. As discussed in Section 5.12, <i>Noise</i> , the Project analyzed construction noise and vibration impacts which includes roadway widening activities. As described in Section 5.12, construction noise impacts associated with Project roadway improvements would be less than significant.
Policy IV.A Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , a portion of the Specific Plan Area from the southeast corner of the intersection of Indian Avenue and Orange Avenue up to the northeast corner of the site is within the 60 dBA CNEL noise contour as shown on Figure 5.12-3, <i>Project Site and March ARB/IPA Noise Contours</i> , which is considered a moderate noise impact per March ARB/IPA ALUCP standards. The proposed Commercial and MBU land uses within the 60 dBA CNEL noise contour are consistent with the uses permitted by the March ARB/IPA ALUCP.
Policy V.A New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.	Consistent. A Noise and Vibration Analysis was prepared for the potential Project-specific operational impacts to nearby noise-sensitive land uses (EIR Appendix Q). The analysis determined that the Project would not generate noise levels in excess of 60 dBA CNEL at noise sensitive land uses.
Safety Element	
Policy S-2.1 Require road upgrades as part of new developments/major remodels to ensure adequate evacuation and emergency vehicle access. Limit improvements for existing building sites to property frontages.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Specific Plan would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the Perris Municipal Code. The Riverside County Fire Department would review the development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).

General Plan Policy	Project Consistency
<p>Policy S-2.2 Require new development or major remodels include backbone infrastructure master plans substantially consistent with the provisions of "Infrastructure Concept Plans" in the Land Use Element.</p>	<p>Consistent. As discussed in Section 3.0 <i>Project Description</i>, Development of the Phase 1 area would include construction of a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and lift station. Phase 1 development would require the construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of off-site flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, <i>Stormwater Infrastructure Improvements</i>.</p> <p>All Business Park site buildings and the Commercial Big Box Retail building would be served by 8-inch sewer lines which would connect to a new proposed 15-inch sewer main in Perris Boulevard. The new 15-inch sewer main in Perris Boulevard would extend the existing 15-inch sewer main in Perris Road. The new extension would travel south on Perris Boulevard and east on Nuevo Road to Murrieta Road for approximately 8,344 linear feet, as shown on Figure 3-27, <i>Sewer Infrastructure Improvements</i>.</p> <p>Phase 1 development would require the construction of a new 8-inch diameter waterline along Barrett Avenue and an 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive, as shown on Figure 3-28, <i>Water Infrastructure Improvements</i>.</p>
<p>Policy S-2.3 Primary access routes shall be completed prior to the first certificate of occupancy in developments located in outlying areas of the City.</p>	<p>Consistent. Primary access driveways would be completed prior to the first certificate of occupancy.</p>

General Plan Policy	Project Consistency
Policy S-2.5 Require all new developments, redevelopments, and major remodels to provide adequate ingress/egress, including at least two points of access for sites, neighborhoods, and/or subdivisions.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.
Policy S-3.3 Ensure businesses in Perris are prepared for emergency and disaster situations.	Consistent. The Project would be built in compliance with the California Building Code and would include signage for emergency situations.
Policy S-4.1 Restrict future development in areas of high flood hazard potential until it can be shown that risk is or can be mitigated.	Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the Specific Plan Area is in an area of minimal flood hazard.
Policy S-4.3 Require new development projects and major remodels to control stormwater run-off on site.	Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , stormwater drainage facilities at site would be adequately sized to meet minimum retention volume requirements of the MS4 Permit.
Policy S-4.4 Require flood mitigation plans for all proposed projects in the 100-year floodplain (Flood Zone A and Flood Zone AE).	Consistent. As discussed in Section 5.10, <i>Hydrology and Water Quality</i> , the Specific Plan Area is in an area of minimal flood hazard.
Policy S-5.3 Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.	Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Specific Plan Area is not within a VHFHSZ.
Policy S-5.6 All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.	Consistent. As discussed in Section 5.16, <i>Transportation</i> , the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.
Policy S-5.8 Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.	Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i> , a Water Supply Assessment was prepared for the Project (EIR Appendix U) and determined that the Project would require less water than what was estimated by the Eastern Municipal Water District's 2020 Urban Water Management Plan for the site. Thus, the Project would not require additional water supplies. As discussed in section 5.16, <i>Transportation</i> , ingress and egress would be designed according to the Perris Municipal Code. The Riverside County Fire Department would review the development plans as part of the construction permitting process to

General Plan Policy	Project Consistency
<p>Policy S-5.10 Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.</p>	<p>ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9).</p> <p>Consistent. As discussed in Section 5.18, <i>Utilities and Service Systems</i>, a Water Supply Assessment was prepared for the Project (EIR Appendix U) and determined that the Project would require less water than what was estimated by the Eastern Municipal Water District's 2020 Urban Water Management Plan for the site. Thus, the Project would not require additional water supplies.</p>
<p>Policy S-6.1 Ensure new development and redevelopments comply with the development requirements of the AICUZ Land Use Compatibility Guidelines and ALUP Airport Influence Area for March Air Reserve Base.</p> <p>Policy S-6.2 Effectively coordinate with March Air Reserve Base, Perris Valley Airport, and the March Inland Port Airport Authority on development within its influence areas.</p> <p>Policy S-6.3 Effectively coordinate with March Air Reserve Base and Perris Valley Airport on development within its influence areas.</p>	<p>Consistent. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i>, the Project is consistent with the Basic Compatibility Criteria table as outlined in Perris Municipal Code Section 19.51.060. Therefore, the Project would not pose any hazards to March ARB/IPA.</p>
<p>Policy S-7.1 Require all development to provide adequate protection from damage associated with seismic incidents.</p>	<p>Consistent. The Project would be built in compliance with the California Building Code which would ensure the building could provide adequate protection from damage associated with seismic incidents.</p>
<p>Policy S-7.2 Require geological and geotechnical investigations by State-licensed professionals in areas with potential for seismic and geologic hazards as part of the environmental and development review and approval process.</p>	<p>Consistent. As discussed in Section 5.7, <i>Geology and Soils</i>, a Preliminary Geotechnical Evaluation was prepared for the Project and is included as EIR Appendix K.</p>
<p>Policy S-7.3 Ensure slope stability issues are effectively addressed in both developed and developing areas within the City.</p>	<p>Consistent. As discussed in Section 5.6, <i>Geology and Soils</i>, the Specific Plan Area and the adjacent parcels are relatively flat, with a slight slope in the southwestern direction, and do not contain any hills or steep slopes.</p>
<p>Policy S-8.1 Coordinate with the Riverside County Fire Department to ensure commercial and industrial activities comply with all federal, state, county, and local laws regulating hazardous materials waste.</p>	<p>Consistent. Consistent. As discussed in Impact HAZ-1 in Section 5.8, <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
<p>Policy S-8.2 Ensure that the transport, use, storage, and disposal of hazardous materials occur in a responsible manner that protects public health and safety.</p>	<p>Consistent. As discussed in Impact HAZ-1 in Section 5.8, <i>Hazards and Hazardous Materials</i>, routine use and transport of hazardous materials would comply with applicable laws and regulations.</p>
Open Space Element	
<p>Policy I.A Develop more active recreational parks.</p>	<p>Consistent. As discussed in Section 3.0, <i>Project Description</i>, the Project includes the development of an employee walking path and fitness areas within the 12.91-acre water basin on the west side of the retail center. In addition, employee amenity areas including basketball and pickleball courts for MBU buildings exceeding 100,000 square feet are included as a part of the Specific Plan.</p>

General Plan Policy	Project Consistency
Healthy Community Element	
Policy HC 1.3 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.	Consistent. The Project would provide lighting around the Specific Plan Area consistent with Section 19.02.110 of the Perris Municipal Code.
Policy HC 3.5 Promote job growth within Perris to reduce the substantial out-of-Perris job commutes that exist today.	Consistent. Full build out of the Specific Plan would result in approximately 6,427 new jobs within the City, as discussed in Section 5.14, <i>Population and Housing</i> .
Policy HC 6.1 Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.	Consistent. The Project would be built to achieve LEED Silver certification and would be required to comply with Title 24 building efficiency requirements, as required by Mitigation Measure GHG-4. In addition, the Project would provide EV charging stations.
Policy HC 6.2 Support regional water quality efforts that balance water conservation, use of recycled water, and best practices in watershed management.	Consistent. The Project would install a recycled water line for landscape irrigation. In addition, landscape irrigation would be required to designed consistent with Perris Municipal Code Section 19.70.030, which outlines water conservation requirements for new developments.
<p>Policy HC 6.3 Promote measures that will be effective in reducing emissions during construction activities</p> <ul style="list-style-type: none"> • Perris will ensure that construction activities follow existing South Coast Air Quality Management District (SCAQMD) rules and regulations • All construction equipment for public and private projects will also comply with California Air Resources Board's vehicle standards. For Projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD • Project proponents will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis, and should be specific to the pollutant for which the daily threshold is exceeded. 	Consistent. As discussed in Section 5.3, <i>Air Quality</i> , the Project would be required to comply with applicable South Coast AQMD rules to reduce construction-related air quality emissions.
Environmental Justice Element	
Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound barriers, traffic diversion.	Consistent. The proposed Project would develop the Specific Plan Area with industrial uses adjacent to the I-215 and other industrial uses to the west. The proposed Project would also construct commercial uses to the east of the MBU area to buffer between the industrial uses onsite and the residences to the east.
Support identification, clean-up and remediation of local toxic sites through the development review process.	Not Applicable. As discussed in Section 5.9, <i>Hazards and Hazardous Materials</i> , the Specific Plan Area is not listed on a clean-up or remediation site.

General Plan Policy	Project Consistency
As part of the development review process, require conditions that promote Good Neighbor Policies for Industrial Development for industrial buildings larger than 100,000 square feet. The conditions shall be aimed at protecting nearby homes, churches, parks, day-care centers, schools, and nursing homes from air pollution, noise lighting, and traffic associated with large warehouses, making them a "good neighbor."	Consistent. As discussed in Table 5.11-2 above, future developments within Phase 2 would be conditioned to comply with the applicable Good Neighbor Guidelines policies upon approval.
<p>A community that actively works to reduce the impacts of poor air quality.</p> <ul style="list-style-type: none"> Participate in air quality planning efforts with local, regional, and State agencies that improve local air quality to protect human health, minimize the disproportionate impacts on sensitive population groups, and ensure that City concerns are resolved early in the process. Inform existing industries of the state 5-minute maximum idling limitation and condition new industrial projects to enforce the state's 5-minute maximum idling limitation for stationary diesel trucks. 	Consistent. While the proposed Project would not improve air quality, the Project would implement the mitigation measures outlined in Sections 5.3, <i>Air Quality</i> , and 5.8, <i>Greenhouse Gas Emissions</i> , that are specified to reduce the Project's air quality impacts to the maximum extent feasible, and the Project would be built to achieve LEED Silver certification (are required by Mitigation Measure GHG-4) and would be required to comply with Title 24 building efficiency requirements. in order to minimize greenhouse gas emissions.
Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.	Consistent. The Project includes the development of an employee walking path within the 12.91-acre water basin on the west side of the community retail site.

Other Land Use Plan, Policy, or Regulation Adopted for the Purpose of Avoiding or Mitigating an Environmental Effect.

The Project would comply with the following plans, which would further reduce potential impacts.

Santa Ana Regional Water Quality Control Board Water Quality Control Plan (Basin Plan)

The City of Perris is within the jurisdiction of the Santa Ana Regional Water Board. The Regional Water Board sets water quality standards for all ground and surface waters within its region through implementation of a Water Quality Control Plan (Basin Plan). The Basin Plan describes existing water quality conditions and establishes water quality goals and policies. The Basin Plan is also the basis for the Regional Board's regulatory programs. To this end, the Basin Plan establishes water quality standards for all the ground and surface waters of the region. The term "water quality standards," as used in the federal Clean Water Act, includes both the beneficial uses of specific water bodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions that are necessary to achieve and maintain target water quality standards. The Santa Ana Basin Plan has been in place since 1995, (with updates in 2008, 2011, 2016, and 2019) with the goal of protecting public health and welfare and maintaining or enhancing water quality and potential beneficial uses of the water. As described in Section 5.10, *Hydrology and Water Quality*, the Project would be required to obtain the Regional MS4 permit, which requires compliance to NPDES standards for stormwater management and pollution prevention measures.

Based on the foregoing analysis, the proposed Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant

5.11.7 CUMULATIVE IMPACTS

Cumulative impacts associated with land use and planning are analyzed in relation to projected growth in the City of Perris. Cumulative projects in the City of Perris would have the potential to result in a cumulative impact if they would, in combination, conflict with existing land use plans, policies, and regulations adopted for the purpose of avoiding or mitigating an environmental impact. Cumulative projects in the City of Perris would utilize regional planning documents such as Connect SoCal 2024 during planning, and the City's General Plan would be consistent with the regional plans, to the extent that they are applicable. Cumulative projects in this jurisdiction would be required to comply with the applicable land use plan or they would not be approved without a general plan amendment.

While cumulative projects could include General Plan amendments and/or zone changes, the proposed Project would be within the projected growth analyzed within the General Plan and Connect SoCal 2024. Past and present cumulative projects do not involve amendments that would eliminate the application of policies that were adopted for the purpose of avoiding or mitigating environmental effects. Determining whether any future project might include such amendments and determining the cumulative effects of any such amendments would be speculative since it cannot be known what applications that are not currently filed might request. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

5.11.8 EXISTING REGULATIONS

None.

5.11.9 PROJECT DESIGN FEATURES

None.

5.11.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.11.11 MITIGATION MEASURES

None.

5.11.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Impacts LU-1 and LU-2 would be less than significant.

5.11.13 REFERENCES

BFSA (Brian F. Smith and Associates). (2024). *Paleontological Assessment for the Harvest Landing Retail Center & Business Park Project*. (EIR Appendix L)

California State Water Resources Control Board. (2019). Santa Ana River Basin Plan. Retrieved September 5, 2023, from http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml.

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- Urban Crossroads. (2025a). *Harvest Landing Retail Center & Business Park Project Air Quality Analysis*. **(EIR Appendix B)**
- Urban Crossroads. (2025b). *Harvest Landing Retail Center & Business Park Project Mobile Source Health Risk Assessment*. **(EIR Appendix C)**
- Urban Crossroads. (2025c). *Harvest Landing Retail Center & Business Park Project Noise and Vibration Analysis*. **(EIR Appendix Q)**
- Urbana Preservation and Planning. (2024). *Historical Resource Analysis Report Harvest Landing Retail Center & Business Park Project*. **(EIR Appendix I)**

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5.12 Noise

5.12.1 INTRODUCTION

This section addresses potential noise and vibration impacts that may result from implementation of the Project. The following discussion addresses the existing ambient noise and vibration conditions in the vicinity of the Specific Plan, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Harvest Landing Retail Center & Business Park Project Noise Impact Analysis*, prepared by Urban Crossroads, January 2025, included as EIR Appendix Q

Noise and Vibration Terminology

Various noise descriptors are utilized in this Draft EIR analysis, and are summarized as follows:

dB: Decibel, the standard unit of measurement for sound pressure level.

dBA: A-weighted decibel, an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.

Leq: The equivalent sound level, which is used to describe noise over a specified period of time, typically 1 hour, in terms of a single numerical value. The Leq of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The Leq may also be referred to as the average sound level.

Lmax: The instantaneous maximum noise level experienced during a given period of time.

CNEL: The Community Noise Equivalent Level is the average A-weighted noise level during a 24-hour day that is obtained after an addition of 5 dBA to measured noise levels between the hours of 7:00 p.m. to 10:00 p.m. and after an addition of 10 dBA to noise levels between the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively.

The "ambient noise level" is the background noise level associated with a given environment at a specified time and is usually a composite of sound from many sources from many directions.

Effects of Noise

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can include both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse and are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day and the type of activity during which the noise occurs, and individual noise sensitivity.

In general, the more a new noise level exceeds the previously existing ambient noise level, the less acceptable the new noise level will be by those hearing it. With regard to increases in A-weighted noise levels, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- Outside of the laboratory, a 3-dBA change in noise levels is considered to be a barely perceivable difference.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

Noise Attenuation

Stationary point sources of noise, including mobile sources such as idling vehicles, attenuate (lessen) at a rate of 6 dBA per doubling of distance from the source over hard surfaces to 7.5 dBA per doubling of distance from the source over hard surfaces, depending on the topography of the area and environmental conditions (e.g., atmospheric conditions, noise barriers [either vegetative or manufactured]). Thus, a noise measured at 90 dBA 50 feet from the source would attenuate to about 84 dBA at 100 feet, 78 dBA at 200 feet, 72 dBA at 400 feet, and so forth. Widely distributed noise, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate, approximately 4 to 6 dBA per doubling of distance from the source.

Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites and the changes in noise levels with distance (drop-off rate) is simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Line sources (such as traffic noise from vehicles) attenuate at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement.

Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures. These energy waves generally dissipate with distance from the vibration source. There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square. The root mean square amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure root mean square. VdB serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive

receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

5.12.2 REGULATORY SETTING

5.12.2.1 Federal Regulations

There are no federal regulations concerning noise impacts that are applicable to the Project.

5.12.2.2 State Regulations

California Green Building Standards Code

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2).

5.12.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris has adopted a Noise Element of the General Plan to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways, airports, and railroads. In addition, the Noise Element identifies noise policies and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the City of Perris General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research and are used to assess the long-term traffic noise impacts on land uses. According to the City's Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Commercial uses are normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with noise levels below 75 dBA

CNEL. Industrial uses are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL.

The City of Perris General Plan Noise Element contains the following policies related to noise that are applicable to the Project:

Policy I.A The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Measure I.A.1 All new development proposals will be evaluated with respect to the State Noise/Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the “Normally Unacceptable” range and prohibited within areas exposed to “Clearly Unacceptable” noise ranges.

Policy IV.A Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.

Measure IV.A.2 All new development proposals in the noise contour areas of 60 dBA and above will be evaluated with respect to the State Noise/Land Use Compatibility Criteria.

Policy V.A New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

Measure V.A.1 An acoustical impact analysis shall be prepared for new industrial and large scale commercial facilities to be constructed within 160 feet of the property line of any existing noise sensitive land use. This analysis shall document the nature of the commercial or industrial facility as well as all interior or exterior facility operations that would generate exterior noise.

The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at these sensitive land uses and specify specific measures to be employed by the large scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use.

No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City Staff.

Perris Municipal Code

Section 7.34.050. The Perris Municipal Code, Chapter 7.34 Noise Control, Section 7.34.050, establishes the permissible noise level at any point on the property line of the affected residential receivers. Therefore, for residential properties and other noise sensitive land use, the exterior noise level shall not exceed a maximum noise level of 80 dBA Lmax during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA Lmax during the nighttime hours (10:01 p.m. to 7:00 a.m.), as shown on Table 5.12-1.

Table 5.12-1: City of Perris Noise Ordinance General Prohibitions

Land Use	Time Period	Maximum Noise Level
Residential ¹	Daytime (7:01 a.m. - 10:00 p.m.)	80 dBA L _{max}
	Nighttime (10:01 p.m. - 7:00 a.m.)	60 dBA L _{max}
Within 160 Feet of PL ²	24-Hours	60 dBA CNEL

¹ Perris Municipal Code, Sections 7.34.040 & 7.34.050

Section 7.34.060. Perris Municipal Code Section 7.34.060 identifies the City's construction noise standards and permitted hours of construction activity (refer to Table 5.12-2). Further, Perris Municipal Code Section 7.34.060 states that a noise level standard of 80 dBA L_{max} at residential properties shall apply to the noise-sensitive receiver locations located in the City of Perris.

Table 5.12-2: City of Perris Construction Noise Standards

Permitted Hours of Construction Activity	Maximum Noise Level
7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday).	80 dBA L _{max}

¹ Perris Municipal Code, Section 7.34.060.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to noise that are applicable to future industrial developments within Phase 2 of the Specific Plan:

- Goal 1** Protect the neighborhood characteristics of the urban, rural, and suburban communities.
- Policy 1.3** When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.
- Policy 1.4** Truck loading bays and drive aisles shall be designed to minimize truck noise.
- Policy 1.6** If a public address (PA) system is being used in conjunction with a warehouse/distribution facility operation, the PA system shall be oriented away from sensitive receptors and the volume set at a level not readily audible past the property line.
- Goal 4** Provide buffers between warehouses and sensitive receptors.
- Policy 4.8** An additional wing wall shall be installed perpendicular to the loading dock areas, where feasible, to further attenuate noise related to truck activities and address aesthetics related to loading area when adjacent to sensitive receptors. Vines or other appropriate plant material should be planted in front of the screen walls to soften views from the street.
- Goal 6** Implement construction practice requirements in accordance with state requirements to limit emissions and noise impacts from building demolition, renovation, and new construction.
- Policy 6.1** In addition to regular construction inspections conducted by City Departments, the applicant shall provide monthly reports to the City demonstrating compliance with all the construction related policies.

- Policy 6.3** Construction contractor shall utilize construction equipment with properly operating and maintained mufflers, consistent with the manufacturer's standards.
- Policy 6.4** Construction contractors shall locate or park all stationary construction equipment away from sensitive receptors nearest the project site, to the extent practicable.
- Policy 6.8** Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.
- Policy 6.9** Minimize noise from construction activities.
- Goal 7** Ensure compliance with the California Environmental Quality Act (CEQA) and state environmental agencies.
- Policy 7.4** A Noise Impact Analysis shall be prepared to evaluate potential impacts to the neighboring properties. It shall include construction and operation noise impacts, including stationary and offsite increases to ambient noise levels.

5.12.3 ENVIRONMENTAL SETTING

5.12.3.1 Existing Ambient Noise

To assess the existing noise level environment within and near the Specific Plan Area, 24-hour noise level measurements were taken on Wednesday, August 28, 2024, at various locations, which are shown in Figure 5.12-3. The noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels. The background ambient noise levels in the Specific Plan Area are dominated by the transportation-related noise associated with surface streets in addition to background aircraft activities. This includes the auto and heavy truck activities on study area roadways. A description of these locations and the existing noise levels are provided in Table 5.12-3. As shown, existing daytime noise levels range from 52.1 to 67.2 dBA.

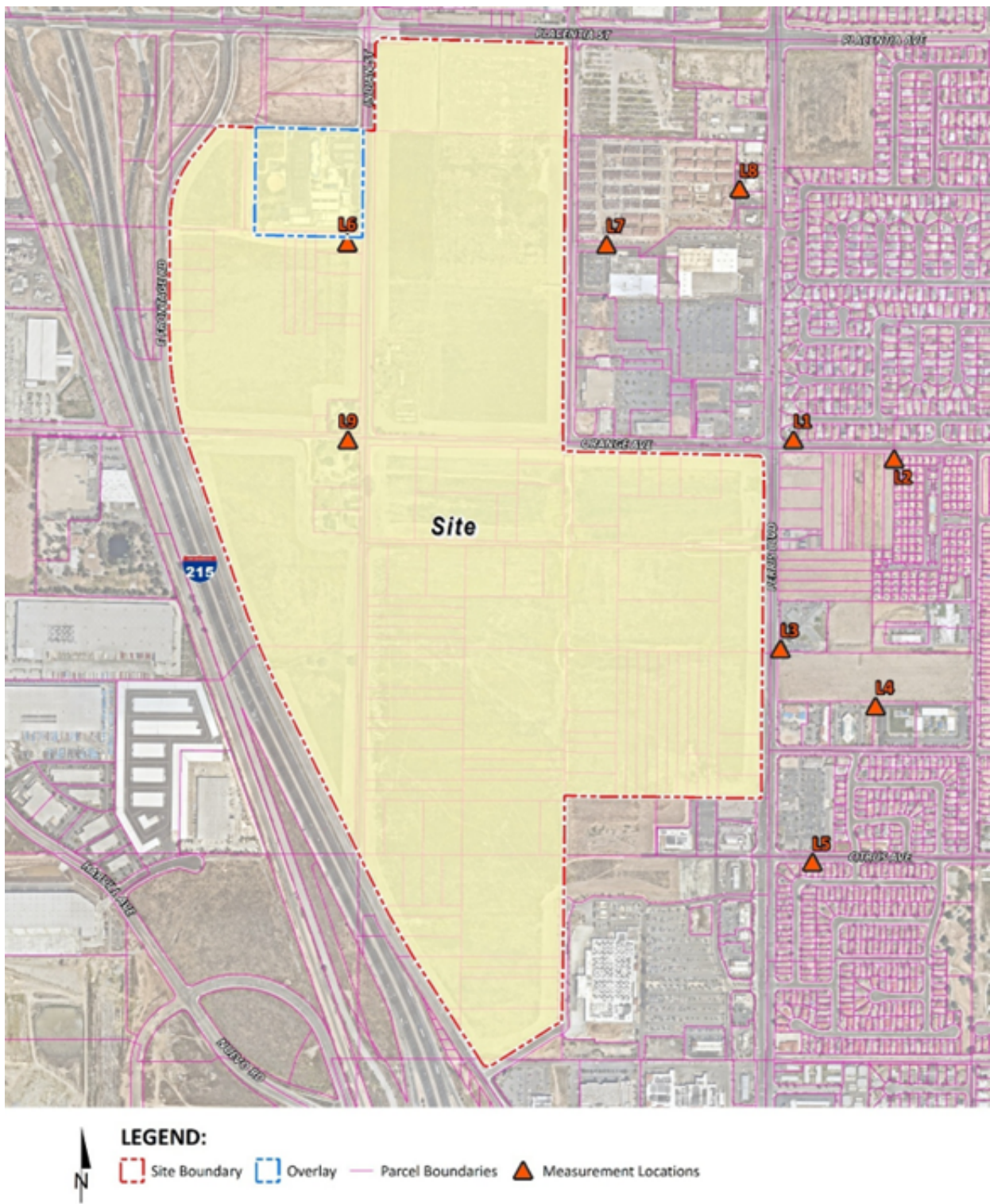
Table 5.12-3: Summary of 24-Hour Ambient Noise Level Measurements

Location	Description	Energy Average Noise Level (dBA Leq)	
		Daytime	Nighttime
L1	Located northeast of the site near the residence at 25 Whirlaway St.	67.2	63.9
L2	Located east of the site near the residence at 130 Camden Ct.	66.7	61.8
L3	Located east of the site near the Centinela Grand Retirement Home at 2225 Medical Center Dr.	64.2	62.1
L4	Located east of the site near the Perris Early Head Start at 148 Avocado Ave.	54.7	51.3
L5	Located southeast of the site near the residence at 108 Oaktree Dr.	65.0	59.0
L6	Located north of the site near Val Verde Elementary School at 2656 Indian Ave.	52.1	48.1
L7	Located east of the site near the retail building at 2560 N Perris Blvd.	56.5	53.2
L8	Located east of the site near the retail building at 2674 N Perris Blvd	58.6	55.0
L9	Located within the Project site at 2411 Indian Ave.	60.3	58.4

"Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

Source: EIR Appendix Q

Noise Measurement Locations



Source: Urban Crossroads. (Updated 2025). Exhibit 5-A: Noise Measurement Locations [Map]. Harvest Landing Specific Plan Noise and Vibration Analysis (Appendix Q to the EIR)

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5.12.3.2 Existing Traffic Noise

Existing traffic noise levels were identified by modeling existing traffic data from the Traffic Impact Analysis that was prepared for the Project (EIR Appendix R). The noise contours represent the distance to noise levels of constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Table 5.12-4 identifies that the existing traffic noise range from 59.7 to 73.6 dBA CNEL.

Table 5.12-4: Existing Traffic Noise Levels

ID	Road	Segment	CNEL at Receiving Land Use (dBA) ²	Distance to Contour from Centerline (ft)		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Indian Ave	between Placentia Ave and Orange Ave	65.5	RW	36	77
2	Orange Ave	between Indian Ave and Perris Blvd	67.4	RW	68	146
3	Perris Blvd	between Orange Ave and Citrus Ave	72.5	69	149	322
4	Barrett Ave	between Placentia Ave and Orange Ave	59.7	RW	RW	RW
5	Perris Blvd	between Placentia Ave and Orange Ave	72.2	66	142	307
6	Perris Blvd	between Rider St and Placentia Ave	72.3	66	143	308
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	73.6	102	220	475
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	66.5	RW	42	90
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	63.5	RW	RW	57
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	63.7	RW	RW	59
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	71.9	63	136	292
12	Perris Blvd	between Citrus Ave and Nuevo Rd	72.6	88	190	409
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	71.1	56	120	259
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	72.6	70	150	323
15	Placentia Ave	between Indian Ave and Perris Blvd	68.8	RW	106	229

Source: EIR Appendix Q

² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

"RW" = Location of the respective noise contour falls within the right-of-way of the road.

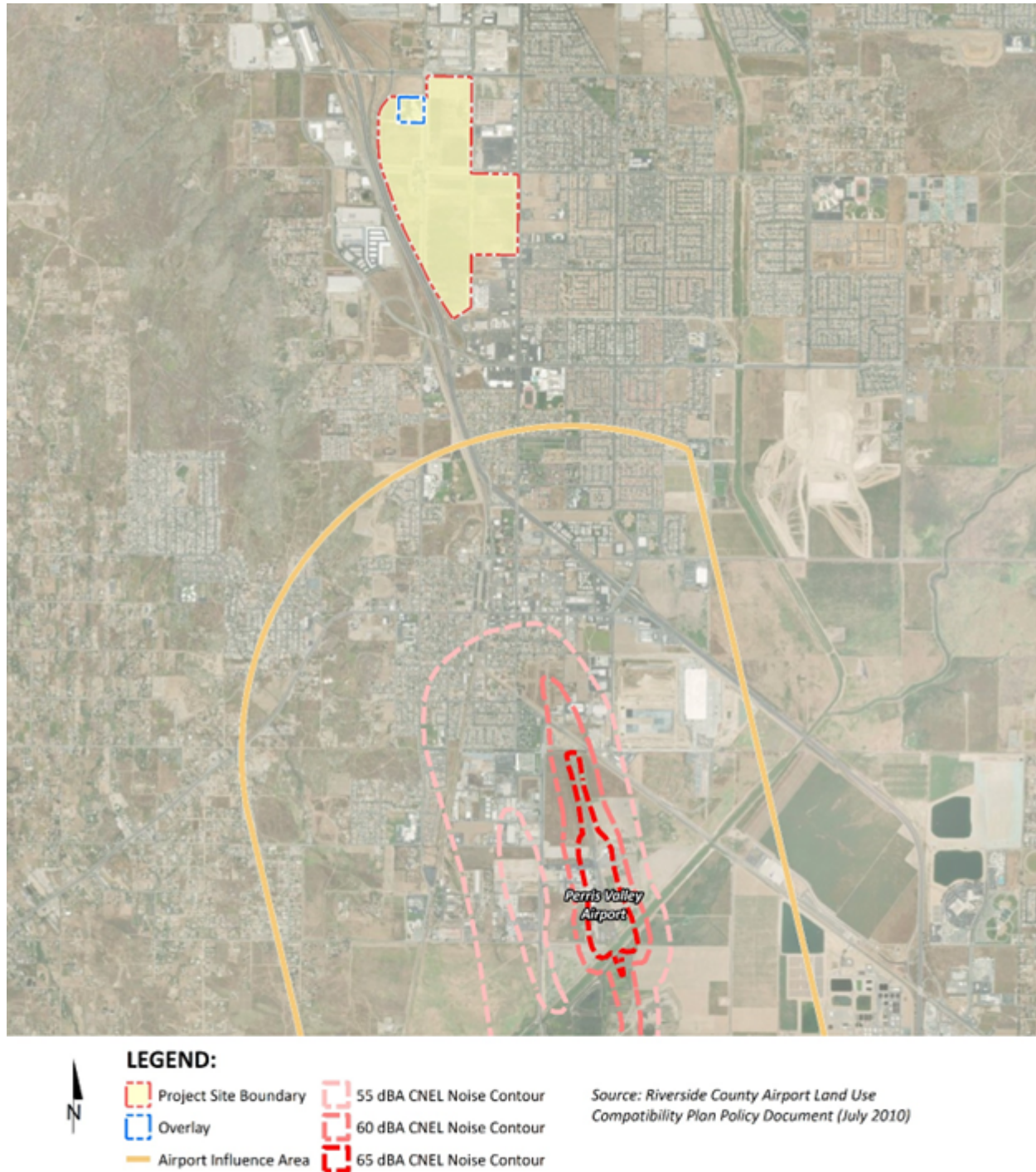
5.12.3.3 Existing Vibration

Aside from periodic construction work that may occur in the vicinity of the Specific Plan Area, other sources of groundborne vibration include heavy-duty vehicular travel (e.g., refuse trucks and delivery trucks) on area roadways. Trucks traveling at a distance of 50 feet typically generate groundborne vibration velocity levels of around 63 VdB (approximately 0.006 inch per second PPV) and could reach 72 VdB (approximately 0.016 inch per second PPV) when trucks pass over bumps in the road (FTA, 2006).

5.12.3.4 Existing Airport Noise

The Perris Valley Airport is located approximately 2.3 miles southwest of the Specific Plan Area. The Specific Plan Area is located outside the 55 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-2. In addition, the March Air Reserve Base/Inland Port Airport (March ARB/IPA) is located approximately 2.9 miles northwest of the Specific Plan Area. The Specific Plan Area is located outside of the March ARB/IPA 60 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-3.

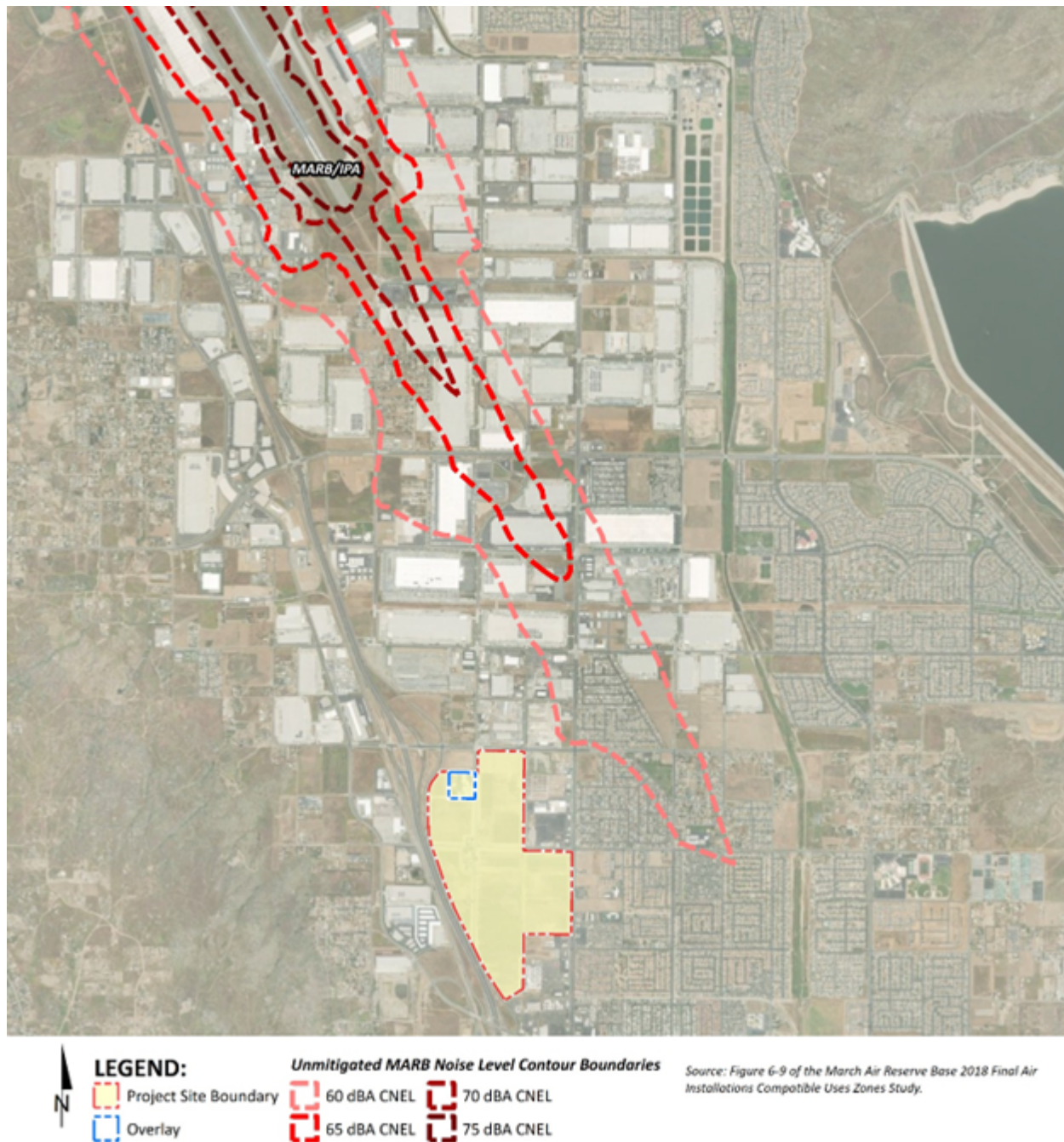
Project Site and Perris Valley Airport Noise Contours



Source: Urban Crossroads. (Updated 2025). Exhibit 3-B: Perris Valley Airport (PV) Noise Contours [Map]. Harvest Landing Specific Plan Noise and Vibration Analysis (Appendix Q to the EIR)

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Project Site and the MARB/IPA Noise Contours



Source: Urban Crossroads. (Updated 2025). Exhibit 3-C: MARB/IPA Future Airport Noise Contours [Map]. Harvest Landing Specific Plan Noise and Vibration Analysis (Appendix Q to the EIR)

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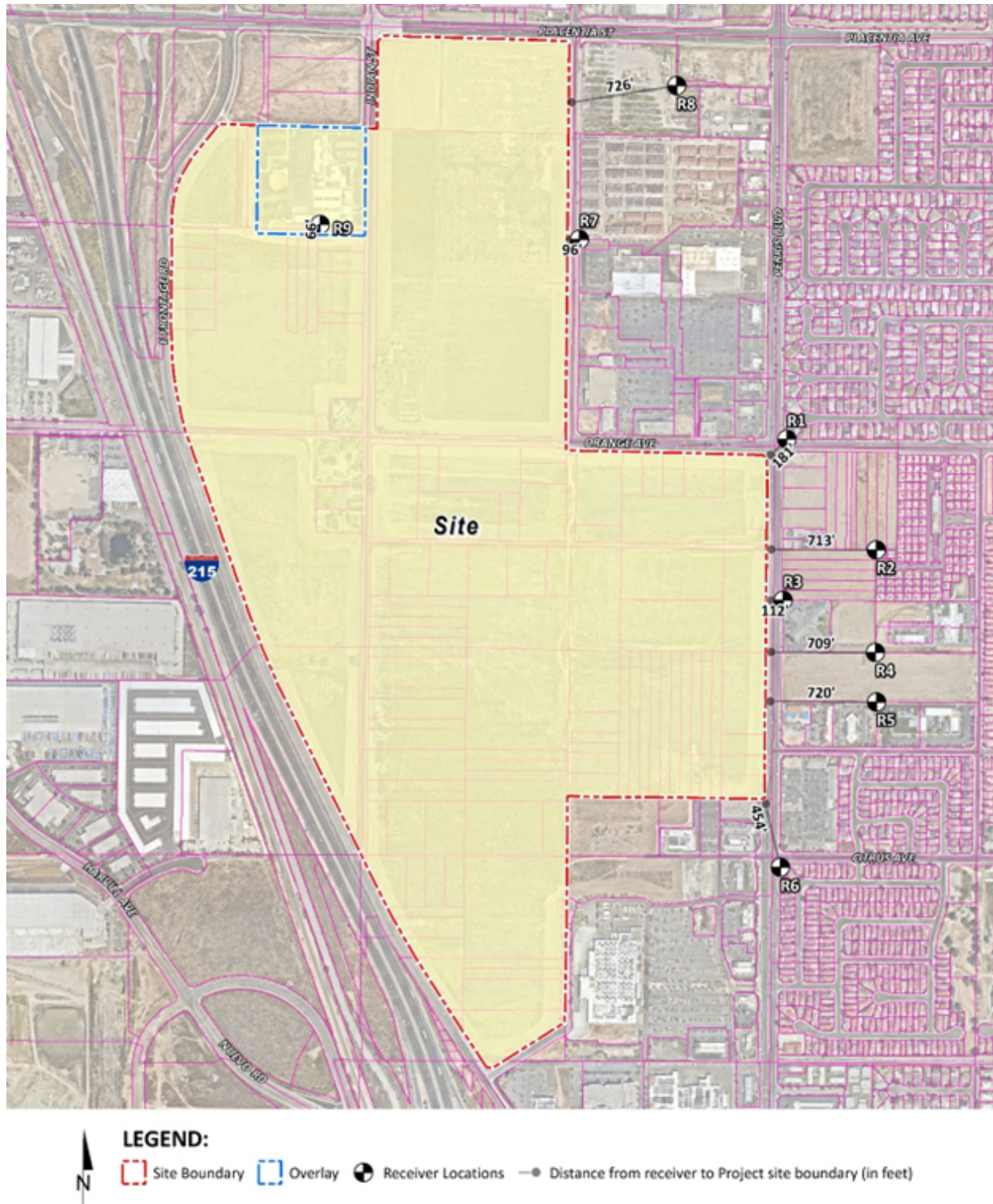
5.12.3.5 Sensitive Receivers

Noise sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include: residences, schools, hospitals, and recreation areas. The noise sensitive receptors that are in the vicinity of the Specific Plan Area are described below and shown in Figure 5.12-4. Other sensitive land uses in the Specific Plan vicinity that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures.

- R1: Location R1 represents the residential property line at 25 Whirlaway Street, approximately 181 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the residential property line at 2266 Windsor Court, approximately 713 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the property line of the Centinela Grand senior living facility at 2225 North Perris Boulevard, approximately 112 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the property line at the Kindred Hospital at 2224 Medical Center Drive, approximately 709 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5: Location R5 represents the property line of the existing school Perris Early Head Start at 148 Avocado Drive, approximately 720 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R6: Location R6 represents the residential property line at 102 Oaktree Drive, approximately 454 feet south of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R7: Location R7 represents the property line of the residences under construction at Barrett Avenue and West Placentia Avenue, approximately 96 feet east of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L7, to describe the existing ambient noise environment.
- R8: Location R8 represents the property line of the planned residential land use, approximately 726 feet northeast of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L8, to describe the existing ambient noise environment.
- R9: Location R9 represents the property line at Val Verde Elementary School at 2656 Indian Avenue, approximately 66 feet north of the Specific Plan Area. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

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Sensitive Noise Receptor Locations



Source: Urban Crossroads. (Updated 2025). *Exhibit 8-A: Sensitive Receiver Locations* [Map]. Harvest Landing Specific Plan Noise and Vibration Analysis (Appendix Q to the EIR)

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5.12.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to result in:

- NOI-1 Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- NOI-2 Generation of excessive groundborne vibration or groundborne noise levels.
- NOI-3 For a project located within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels.

Construction Noise

A Project would have a significant effect if Project related construction activities:

- Occur between the hours of 7:00 p.m. and 7:00 a.m. of the next day, or on Sundays or federal holidays (with the exception of Columbus Day or Washington's birthday) (Perris Municipal Code Section 7.34.060);
- Create noise levels which exceed the 80 dBA Lmax acceptable noise level threshold at the nearby sensitive receiver locations (Perris Municipal Code Section 7.34.060); or
- Generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA Leq.

Vibration

The City of Perris has not adopted any specific vibration level standards. For the purpose of this analysis, impacts would be potentially significant if Project-related construction activities generate vibration levels which exceed the Caltrans vibration damage threshold of 0.3 PPV inch per second at receiver locations.

Operational Noise

As detailed in the Noise and Vibration Analysis (EIR Appendix Q), a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the existing noise levels are below 60 dBA. Per the Federal Interagency Committee on Noise, in areas where the existing noise levels range from 60 to 65 dBA, a 3 dBA barely perceptible noise level increase is appropriate for most people. When the existing noise levels without the project already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance. In addition, consistent with guidance from the City of Perris, off-site traffic impacts are limited to noise sensitive residential receivers that are likely to perceive an increase of traffic noise levels over time.

Perris Municipal Code Section 7.34.060 identifies an 80 dBA Lmax daytime and 60 dBA Lmax nighttime noise standard for residential properties. The same 80 dBA Lmax daytime exterior noise level standard has been used to assess the potential noise level impacts at Val Verde Elementary School. Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 5.12-5 shows the significance criteria summary matrix.

Table 5.12-5: Significance Criteria Summary

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Offsite Traffic	if ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
	if ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
	if ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
Operational	At residential and school land uses ²	80 dBA Lmax	60 dBA Lmax
	Within 160 Feet of noise-sensitive use ³	60 dBA CNEL (exterior)	
	if ambient is < 60 dBA Leq ¹	≥ 5 dBA Leq Project increase	
	if ambient is 60 - 65 dBA Leq ¹	≥ 3 dBA Leq Project increase	
	if ambient is > 65 dBA Leq ¹	≥ 1.5 dBA Leq Project increase	
Construction	Noise Level Threshold	80 dBA Lmax ⁴	60 dBA Lmax ²
	Exterior Noise Level Increase ⁵	12 dBA	
Vibration Level Threshold ⁶		0.3 PPV (in/sec)	

¹ Federal Interagency Committee on Noise, 1992.

² Perris Municipal Code, Section 7.34.040.

³ City of Perris General Plan Noise Element, Implementation Measure V.A.1.

⁴ Perris Municipal Code, Section 7.34.060.

⁵ Caltrans Traffic Noise Analysis Protocol, April 2020

⁶ Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19.

"Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

5.12.5 METHODOLOGY

Construction Noise

To identify the temporary construction noise contribution to the existing ambient noise environment, the construction noise levels anticipated from usage of construction equipment needed to implement the proposed Project were combined with the existing ambient noise level measurements at the sensitive receiver locations. The Perris Municipal Code limits construction hours to reduce noise and establishes a numeric maximum acceptable construction source noise levels threshold at potentially affected receivers, which allows for a quantified determination of what CEQA constitutes a *substantial temporary or periodic noise increase*. The City of Perris considers a daytime exterior construction noise level of 80 dBA Lmax as a reasonable threshold for noise sensitive residential land use. The construction noise levels are compared against the City's threshold to assess the level of significance associated with temporary construction noise level impacts.

Operational Noise

The primary source of noise associated with the operation of the proposed Project would be from vehicular and truck trips. The expected roadway noise level increases from vehicular/truck traffic were calculated using the Federal Highway Administration (FHWA) traffic noise prediction model and the average daily traffic volumes from the Traffic Impact Analysis, included as EIR Appendix R, prepared for the proposed Project.

As detailed in Section 5.16, *Transportation*, the proposed Project is anticipated to generate approximately 40,194 two-way trips per day at buildout of both phases, including 37,369 two-way passenger vehicle trips per day and 2,825 two-way truck trips per day. The increase in noise levels generated by the vehicular/truck trips have been quantitatively estimated and compared to the applicable noise standards and thresholds of significance listed previously.

Secondary sources of onsite Project-related noise are expected to include drive thru speakerphones, gas station activity, loading dock activity, truck movements, roof-top air conditioning units, trash enclosure activity and parking lot vehicle movements. The increase in noise levels generated by these activities has been quantitatively estimated and compared to the applicable noise standards listed previously.

Vibration

Aside from noise levels, groundborne vibration would also be generated during construction of the Project by various construction-related activities and equipment; and could be generated by truck traffic traveling to and from the Specific Plan Area. The potential ground-borne vibration levels resulting from construction activities occurring from the proposed Project were estimated by data published by the FTA. Thus, the groundborne vibration levels generated by these sources have also been quantitatively estimated and compared to the applicable thresholds of significance listed previously.

5.12.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030,

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT NOI-1: THE PROJECT WOULD RESULT IN GENERATION OF A SUBSTANTIAL TEMPORARY OR PERMANENT INCREASE IN AMBIENT NOISE LEVELS IN THE VICINITY OF THE PROJECT IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES.

Construction

Less than Significant Impact. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. Construction is expected to occur in the following stages: site preparation, grading, building construction, paving, architectural coating. Noise levels generated by heavy construction equipment range from approximately 78 dBA Lmax to 90 dBA Lmax at 50 feet from the noise source, as shown on Table 5.12-6.

Table 5.12-6: Construction Reference Noise Levels

Construction Stage	Construction Activity	Reference Noise Level @ 50 Feet ¹		Highest Reference Noise Level (dBA Lmax)	Combined Reference Noise Level (dBA Leq)
		(dBA Lmax)	(dBA Leq)		
Demolition/ Crushing	Front End Loader	79	75	90	87
	Excavator	81	77		
	Concrete Saw	90	83		
	Impact Hammer (hoe ram)	90	83		
Site Preparation	Front End Loader	79	75	82	80
	Dozer	82	78		
Grading	Grader	85	81	85	85
	Excavator	81	77		
	Dozer	82	78		
	Scraper	84	80		
	Front End Loader	79	75		
	Drill Rig Truck	79	72		
Building Construction	Gradall Forklift	83	79	84	84
	Generator	81	78		
	Crane	81	73		
	Welder/Torch	74	70		
	Tractor	84	80		
Paving	Paver	77	74	90	84
	Pavement Scarifier	90	83		
	Roller	80	73		
Arch. Coating	Compressor (air)	78	74	78	74

Source: EIR Appendix Q

Per Perris Municipal Code Section 7.34.060, noise sources associated with construction activities shall not take place between the hours of 7:00 p.m. of any one day and to 7:00 a.m. of the next day, or on Sundays or federal holidays (with the exception of Columbus Day and Washington's Birthday). Additionally, construction noise shall not exceed 80 dBA Lmax in residential zones. The proposed Project's construction activities would occur pursuant to these regulations. Thus, the construction activities would be in compliance with the City's construction-related noise standards.

Construction noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators.

Phase 1 Developments

As shown on Table 5.12-7, construction noise from Phase 1 is broken down by each construction phase, at the nearby receiver locations (shown on Figure 5.12-4) would range from 54.2 to 65.5 dBA Lmax, which would not exceed the City's 80 dBA Lmax daytime construction noise level threshold at the nearby sensitive receiver locations. Therefore, impacts related to construction noise from Phase 1 would be less than significant.

Table 5.12-7: Phase 1 Construction Equipment Noise Level Summary

Receiver Location	Highest Construction Noise Levels (dBA Lmax)						
	Demolition/ Crushing	Site Preparation	Grading	Building Construction	Paving	Arch. Coating	Highest Levels
R1	62.2	54.2	56.2	56.2	62.2	50.2	62.2
R2	60.2	52.2	54.2	54.2	60.2	48.2	60.2
R3	65.5	57.5	59.5	59.5	65.5	53.5	65.5
R4	60.5	52.5	54.5	54.5	60.5	48.5	60.5
R5	60.3	52.3	54.3	54.3	60.3	48.3	60.3
R6	60.8	52.8	54.8	54.8	60.8	48.8	60.8
R7	58.1	50.1	52.1	52.1	58.1	46.1	58.1
R8	54.2	46.2	48.2	48.2	54.2	42.2	54.2
R9	57.4	49.4	51.4	51.4	57.4	45.4	57.4

Source: EIR Appendix Q

In addition, in order to determine whether the Project's construction noise would result in a significant increase in ambient noise levels, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is the construction related noise level increase. A temporary noise level increase of 12 dBA is considered a potentially significant impact based on Caltrans' substantial noise level increase criteria.

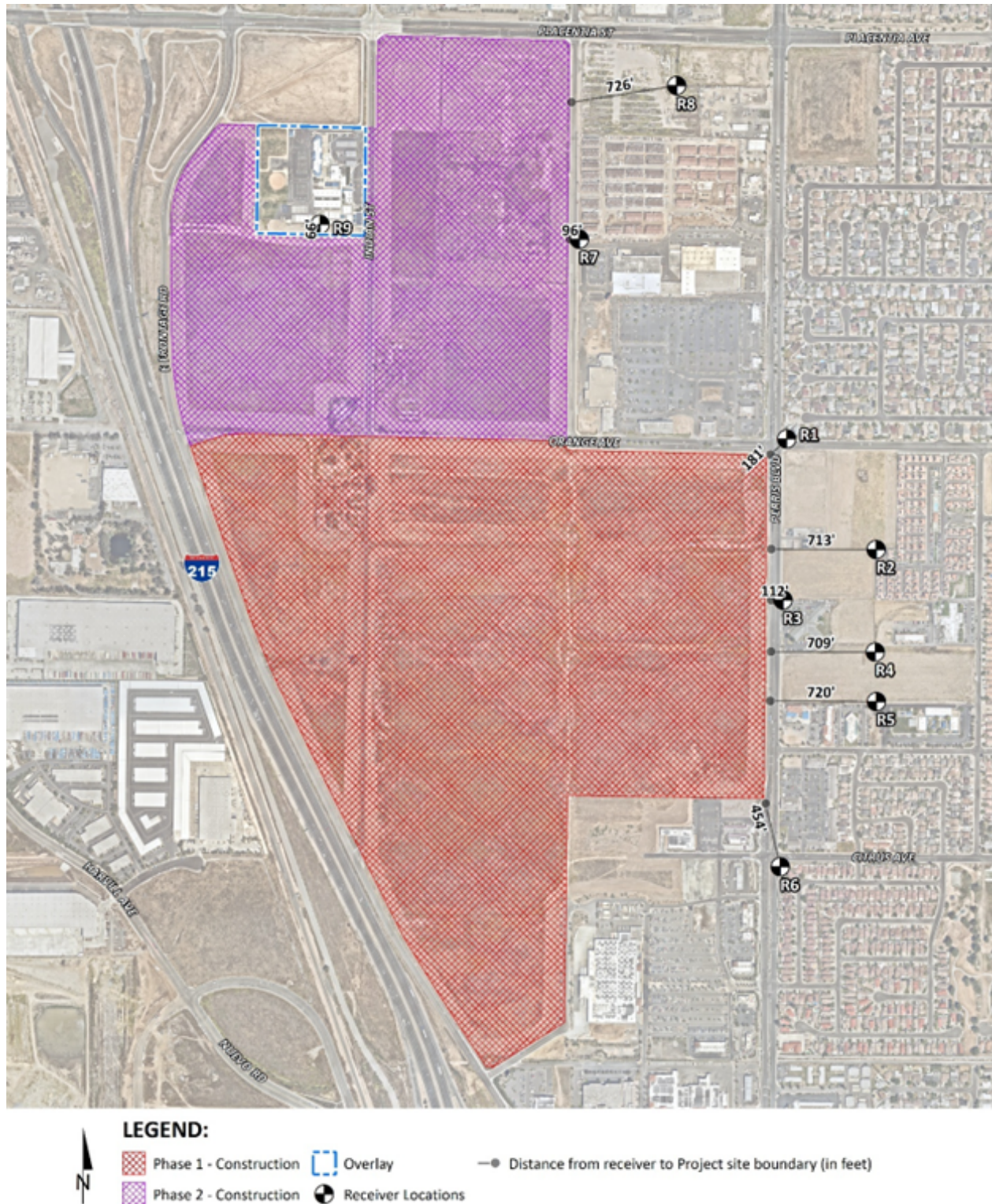
As indicated in Table 5.12-8, Phase 1 would result in construction related increases to ambient noise ranging from 0.5 to 4.6 dBA Leq at the nearest receiver locations, which would not exceed the 12 dBA threshold of significance. Therefore, impacts related to construction noise from Phase 1 would be less than significant.

Table 5.12-8: Phase 1 Construction Equipment Noise Level Increases

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	59.1	L1	67.2	67.8	0.6	12	No
R2	57.1	L2	66.7	67.2	0.5	12	No
R3	62.4	L3	64.2	66.4	2.2	12	No
R4	57.4	L4	54.7	59.3	4.6	12	No
R5	57.2	L4	54.7	59.1	4.4	12	No
R6	57.7	L5	65.0	65.7	0.7	12	No
R7	55.0	L7	56.5	58.8	2.3	12	No
R8	51.1	L8	58.6	59.3	0.7	12	No
R9	54.3	L6	52.1	56.3	4.2	12	No

Source: EIR Appendix Q

Construction Noise and Receptor Locations



Source: Urban Crossroads. (Updated 2025). Exhibit 10-A: Construction Noise Source Locations [Map]. Harvest Landing Specific Plan Noise and Vibration Analysis (Appendix Q to the EIR)

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Phase 2 Buildout – With Overlay

As shown on Table 5.12-9, construction noise from Phase 2 buildout with the Overlay is broken down by each construction phase at the nearby receiver locations (shown on Figure 5.12-5) and would range from 58.3 to 64.7 dBA Lmax, which would not exceed the City's 80 dBA Lmax daytime construction noise level threshold at the nearby sensitive receiver locations. Therefore, impacts related to construction noise from Phase 2 with the Overlay would be less than significant.

Table 5.12-9: Phase 2 With Overlay Construction Equipment Noise Level Summary

Receiver Location	Highest Construction Noise Levels (dBA Lmax)						
	Demolition/ Crushing	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	61.0	53.0	55.0	55.0	61.0	49.0	61.0
R2	58.8	50.8	52.8	52.8	58.8	46.8	58.8
R3	63.8	55.8	57.8	57.8	63.8	51.8	63.8
R4	58.9	50.9	52.9	52.9	58.9	46.9	58.9
R5	58.7	50.7	52.7	52.7	58.7	46.7	58.7
R6	59.1	51.1	53.1	53.1	59.1	47.1	59.1
R7	64.7	56.7	58.7	58.7	64.7	52.7	64.7
R8	58.3	50.3	52.3	52.3	58.3	46.3	58.3

Source: EIR Appendix Q

Table 5.12-10 shows that construction of Phase 2 with the Overlay would result in increases to ambient noise ranging from 0.3 to 6.3 dBA Leq at the nearest receiver locations, which would not exceed 12 dBA. Therefore, impacts related to construction noise from Phase 2 with the Overlay would be less than significant.

Table 5.12-10: Phase 2 With Overlay Construction Equipment Noise Level Increases

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	57.9	L1	67.2	67.7	0.5	12	No
R2	55.7	L2	66.7	67.0	0.3	12	No
R3	60.7	L3	64.2	65.8	1.6	12	No
R4	55.8	L4	54.7	58.3	3.6	12	No
R5	55.6	L5	54.7	58.2	3.5	12	No
R6	56.0	L6	65.0	65.5	0.5	12	No
R7	61.6	L7	56.5	62.8	6.3	12	No
R8	55.2	L8	58.6	60.2	1.6	12	No

Source: EIR Appendix Q

Phase 2 Buildout – Without Overlay

As shown on Table 5.12-11, construction noise from Phase 2 without the Overlay is broken down by each construction phase, at the nearby receiver locations (shown on Figure 5.12-5) would range from 58.3 to 65.8 dBA Lmax, which would not exceed the City's 80 dBA Lmax daytime construction noise level threshold at nearby sensitive receiver locations. Therefore, impacts related to construction noise from Phase 2 without the Overlay would be less than significant.

Table 5.12-11: Phase 2 Without Overlay Construction Equipment Noise Level Summary

Receiver Location	Highest Construction Noise Levels (dBA Lmax)						
	Demolition/ Crushing	Site Preparation	Grading	Building Construction	Paving	Arch. Coating	Highest Levels
R1	61.1	53.1	55.1	55.1	61.1	49.1	61.1
R2	58.9	50.9	52.9	52.9	58.9	46.9	58.9
R3	63.9	55.9	57.9	57.9	63.9	51.9	63.9
R4	59.0	51.0	53.0	53.0	59.0	47.0	59.0
R5	58.8	50.8	52.8	52.8	58.8	46.8	58.8
R6	59.2	51.2	53.2	53.2	59.2	47.2	59.2
R7	64.8	56.8	58.8	58.8	64.8	52.8	64.8
R8	58.3	50.3	52.3	52.3	58.3	46.3	58.3
R9	65.8	57.8	59.8	59.8	65.8	53.8	65.8

Source: EIR Appendix Q

In addition, Table 5.12-12 shows that construction of Phase 2 without the Overlay would result in increases to ambient noise ranging from 0.3 to 11.0 dBA Leq at the nearest receiver locations, which would not exceed 12 dBA. Therefore, impacts related to construction noise from Phase 2 without the Overlay would be less than significant.

Table 5.12-12: Phase 2 Without Overlay Construction Equipment Noise Level Increases

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	58.0	L1	67.2	67.7	0.5	12	No
R2	55.8	L2	66.7	67.0	0.3	12	No
R3	60.8	L3	64.2	65.8	1.6	12	No
R4	55.9	L4	54.7	58.4	3.7	12	No
R5	55.7	L4	54.7	58.2	3.5	12	No
R6	56.1	L5	65.0	65.5	0.5	12	No
R7	61.7	L7	56.5	62.8	6.3	12	No
R8	55.2	L8	58.6	60.2	1.6	12	No
R9	62.7	L6	52.1	63.1	11.0	12	No

Source: EIR Appendix Q

Nighttime Concrete Pour

Nighttime concrete pouring activities would occur as part of the Project construction. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during daytime hours. The pouring activities would be limited to within the actual building footprints. Since the nighttime concrete pours would take place outside the permitted time allowed in in Perris Municipal Code Section 7.34.060 of between the hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday), the Project Applicant would be required to obtain authorization for nighttime work from the City of Perris.

As shown on Table 5.12-13, concrete pouring activities would range from 50.9 to 55.9 dBA Lmax at the nearby receiver locations, which would be less than the City's 60 dBA Lmax residential nighttime noise level standard. Therefore, potential impacts from nighttime concrete pouring activities onto nearby receptors would be less than significant.

Table 5.12-13: Nighttime Concrete Pour Noise Level Compliance

Receiver Location	Construction Noise Levels (dBA Lmax)		
	Exterior Noise Levels	Threshold	Threshold Exceeded?
R1	53.1	60	No
R2	50.9	60	No
R3	55.9	60	No
R4	51.0	60	No
R5	50.8	60	No
R6	51.2	60	No
R7	56.8	60	No
R8	50.3	60	No
R9	57.8	_1	_1

Source: EIR Appendix Q

¹Val Verde Elementary School does not include any noise sensitive nighttime receivers.

Off-Site Infrastructure Construction

As detailed in Section 3.0, *Project Description*, the Project includes off-site roadway and utility improvements. Table 5.12-14 shows that off-site construction noise levels at distances ranging from 25 to 200 feet would range from 71.2 to 78.4 dBA Lmax, which would not exceed the 80 dBA Lmax daytime construction noise level standard. Therefore, impacts would be less than significant.

Table 5.-14: Off-Site Construction Noise Level Compliance

Distance From Construction (Feet)	Construction Noise Levels (dBA Lmax)		
	Construction Noise Levels	Threshold	Threshold Exceeded?
25'	78.4	80	No
50'	76.3	80	No
100'	74.0	80	No
200'	71.2	80	No

Source: EIR Appendix Q

Operation

Off-Site Traffic Noise

Significant and Unavoidable Impact. The proposed Project would generate traffic-related noise from operation. As detailed in Section 5.16, *Transportation*, the proposed Project is anticipated to generate approximately 40,194 two-way trips per day at buildout, including 37,369 two-way passenger vehicle trips per day and 2,825 two-way truck trips per day.

Phase 1 Developments: In the Opening Year Phase I (2026) without Project condition, exterior noise levels are expected to range from 60.3 to 74.8 dBA CNEL. As detailed in Section 5.16, *Transportation*, operation

of Phase 1 would generate 26,817 trips per day. Table 5.12-15 shows that the traffic noise in 2026 with operation of Phase 1 would range from 64.3 to 75.3 dBA CNEL, which would result in a noise increase of 0.1 to 8.0 dBA CNEL. As shown in Table 5.12-15, the study area roadway segment of Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) is adjacent to residential uses and would experience a traffic noise increase of 5.8 dBA, which exceeds the threshold of 3 dBA.

Phase 2 Buildout: In the Opening Year Phase 2 (2030) without Project condition, exterior noise levels are expected to range from 60.7 to 75.1 dBA CNEL. As detailed in Section 5.16, *Transportation*, operation of Phase 2 would generate an additional 13,505 trips per day. Table 5.12-16 shows that in the traffic noise in 2030 with operation of Phase 2 would range from 67.1 to 77.4 dBA CNEL, which would result in a noise increase of 0.1 to 9.9 dBA CNEL. As shown in Table 5.12-16, the study area roadway segment of Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) is adjacent to residential uses and would experience a traffic noise increase of 6.4 dBA, which exceeds the threshold of 3 dBA.

General Plan Buildout: In the General Plan buildout (2045) without Project condition, exterior noise levels are expected to range from 60.8 to 75.1 dBA CNEL. Table 5.12-17 shows that in the traffic noise in 2045 with operation of both Phase 1 and Phase 2 (40,321 trips per day) would range from 67.1 to 77.4 dBA CNEL, which would result in a noise increase of 0.1 to 8.7 dBA CNEL. As shown in Table 5.12-17, the study area roadway segment of Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) is adjacent to residential uses and would experience a traffic noise increase of 6.3 dBA, which exceeds the threshold of 3 dBA.

Roadway Noise Mitigation Evaluation. Due to the exceedance of traffic noise increase thresholds potentially mitigation measures were evaluated to determine their effectiveness in reducing impacts. Changing the pavement type was evaluated to reduce the amount of tire/pavement noise. As detailed in EIR Appendix Q, a 4 dBA reduction in vehicle tire/pavement noise is attainable using rubberized asphalt under typical operating conditions. However, heavy truck engine and exhaust noise would not be reduced by rubberized pavement due to the height of the truck engine exhaust stack above the pavement. As the Project would result in the use of heavy trucks with a stack height of 11.5 feet off the ground, the tire/pavement noise reduction benefits associated with rubberized asphalt would not reduce primary truck-related noise sources (e.g., truck engine noise and exhaust stack noise). While heavy duty (4+ axle trucks) are prohibited from using Barrett Avenue, it is anticipated that some vendor trucks (2-axle and 3-axle trucks) related to the commercial uses may utilize Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) and would generate an increase in noise that would not be mitigated by the rubberized asphalt. Therefore, noise increases from traffic would remain significant.

In addition, noise barriers were evaluated for reduction of vehicular noise impacts. Off-site noise barriers are estimated to provide a *readily perceptible* 5 dBA reduction which, according to the FHWA, is *simple* to attain when blocking the line-of-sight from the noise source to the receiver. Caltrans guidance in the Highway Design Manual, Section 1102.3(3), indicates that for design purposes, *the noise barrier should intercept the line of sight from the exhaust stack of a truck to the receptor*, and an 11.5-foot-high truck stack height is assumed to represent the truck engine and exhaust noise source. As a result, any noise barriers at noise-sensitive land uses affected by Project-related traffic noise increases would need to be sufficiently tall and long to obstruct the line-of-sight between the noise source (11.5 feet high, per Caltrans) and the receiver (5 feet high, per FHWA guidance) to achieve a 5 dBA noise reduction, as recommended by FHWA guidance. The Harvest Landing Specific Plan and Perris Municipal Code do not allow a wall exceeding 11.5 feet in height along Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) adjacent to residential uses. Also, the City cannot autonomously require the construction of off-site walls or other features at property owned or controlled by others. As a result, off-site noise barriers are not considered feasible and impacts related to truck traffic noise level increases would be significant and unavoidable.

Table 5.12-15: Project Traffic Noise Increases in the Phase 1 Opening Year (2026) Condition

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Indian Ave	between Placentia Ave and Orange Ave	Non-Sensitive	65.9	66.2	0.3	n/a	No
2	Orange Ave	between Indian Ave and Perris Blvd	Non-Sensitive	67.8	68.4	0.6	n/a	No
3	Perris Blvd	between Orange Ave and Citrus Ave	Sensitive	74.2	74.6	0.4	1.5	No
4	Barrett Ave	between Placentia Ave and Orange Ave	Sensitive	60.3	66.1	5.8	3.0	Yes
5	Perris Blvd	between Placentia Ave and Orange Ave	Sensitive	74.0	74.3	0.3	1.5	No
6	Perris Blvd	between Rider St and Placentia Ave	Sensitive	74.3	74.5	0.2	1.5	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	Non-Sensitive	74.5	75.2	0.7	n/a	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	Non-Sensitive	66.8	72.4	5.6	n/a	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	Non-Sensitive	63.8	71.8	8.0	n/a	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	Non-Sensitive	64.0	64.3	0.3	n/a	No
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.2	73.3	0.1	n/a	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	Sensitive	74.3	75.3	1.0	1.5	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.3	74.7	1.4	n/a	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	Non-Sensitive	74.8	75.3	0.5	n/a	No
15	Placentia Ave	between Indian Ave and Perris Blvd	Sensitive	72.3	73.1	0.8	1.5	No

Source: EIR Appendix Q

Table 5.12-16: Project Traffic Noise Increases in the Phase 2 Opening Year (2030) Condition

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Indian Ave	between Placentia Ave and Orange Ave	Non-Sensitive	66.4	67.3	0.9	n/a	No
2	Orange Ave	between Indian Ave and Perris Blvd	Non-Sensitive	68.3	69.0	0.7	n/a	No
3	Perris Blvd	between Orange Ave and Citrus Ave	Sensitive	74.6	75.0	0.4	1.5	No
4	Barrett Ave	between Placentia Ave and Orange Ave	Sensitive	60.7	67.1	6.4	3.0	Yes
5	Perris Blvd	between Placentia Ave and Orange Ave	Sensitive	74.4	74.6	0.2	1.5	No
6	Perris Blvd	between Rider St and Placentia Ave	Sensitive	74.6	74.9	0.3	1.5	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	Non-Sensitive	74.9	75.5	0.6	n/a	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	Non-Sensitive	67.2	76.6	9.4	n/a	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	Non-Sensitive	64.3	72.8	8.5	n/a	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	Non-Sensitive	64.5	74.4	9.9	n/a	No
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.6	73.7	0.1	n/a	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	Sensitive	74.6	75.6	1.0	1.5	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.6	77.4	3.8	n/a	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	Non-Sensitive	75.1	75.7	0.6	n/a	No
15	Placentia Ave	between Indian Ave and Perris Blvd	Sensitive	72.5	73.5	1.0	1.5	No

Source: EIR Appendix Q

Table 5.12-17: Project Traffic Noise Increases in the General Plan Buildout (2045) Condition

ID	Road	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA)			Noise Level Increase Threshold	
				No Project	With Project	Project Addition	Limit	Exceeded?
1	Indian Ave	between Placentia Ave and Orange Ave	Non-Sensitive	68.5	69.1	0.6	n/a	No
2	Orange Ave	between Indian Ave and Perris Blvd	Non-Sensitive	68.3	69.0	0.7	n/a	No
3	Perris Blvd	between Orange Ave and Citrus Ave	Sensitive	74.6	75.0	0.4	1.5	No
4	Barrett Ave	between Placentia Ave and Orange Ave	Sensitive	60.8	67.1	6.3	3.0	Yes
5	Perris Blvd	between Placentia Ave and Orange Ave	Sensitive	74.4	74.6	0.2	1.5	No
6	Perris Blvd	between Rider St and Placentia Ave	Sensitive	74.6	74.9	0.3	1.5	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	Non-Sensitive	74.9	75.5	0.6	n/a	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	Non-Sensitive	68.6	76.8	8.2	n/a	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	Non-Sensitive	65.7	73.0	7.3	n/a	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	Non-Sensitive	65.9	74.6	8.7	n/a	No
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.6	73.7	0.1	n/a	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	Sensitive	75.0	75.9	0.9	1.5	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	73.6	77.4	3.8	n/a	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	Non-Sensitive	75.1	75.7	0.6	n/a	No
15	Placentia Ave	between Indian Ave and Perris Blvd	Sensitive	72.5	73.5	1.0	1.5	No

Source: EIR Appendix Q

Onsite Operational Noise

Less than Significant Impact. To present the potential worst-case noise conditions, this analysis assumes the proposed commercial, light industrial, and warehouse buildings would be operational 24 hours per day, seven days per week. Consistent with similar uses, the business operations of the proposed Project would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The onsite noise sources are expected to include loading dock activity, truck movements, roof-top air conditioning units, parking lot vehicle movements, fire pump, trash enclosure activity, drive thru speakerphones, and gas station activity. As described previously, the Specific Plan Area is located within the general vicinity of existing residences and a school. The Noise Impact Analysis calculated the operational source noise levels that would be generated by the proposed Project and the noise increases that would be experienced at the closest sensitive receiver locations.

Operational Noise Standard Compliance

Phase 1 Developments. Tables 5.12-18 and 5.12-19 show the estimated operational noise levels of the proposed developments within Phase 1. Table 5.12-18 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 50.0 to 54.9 dBA Lmax, which would not exceed the City's daytime residential standard of 80 dBA Lmax at residences or schools. Therefore, daytime operational noise impacts from Phase 1 would be less than significant.

Table 5.12-18: Daytime Project Operational Noise Levels from Phase 1

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Loading Dock Activity	49.9	48.4	50.7	50.4	50.2	53.8	53.4	49.5	53.7
Roof-Top Air Conditioning Units	43.9	39.7	44.2	39.2	38.5	36.2	34.9	31.6	32.6
Courtyard Activity	23.8	26.9	34.4	24.6	22.7	15.5	0.0	3.1	0.0
Drive-Through Speakerphone	34.8	35.3	36.0	36.6	36.2	42.2	41.9	37.7	40.2
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2	36.3
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5	17.9
Truck Movements	28.2	26.8	28.8	29.4	28.0	30.6	31.8	28.0	33.3
Total (All Noise Sources)	51.6	50.3	54.9	51.7	51.4	54.5	53.9	50.0	54.0
Threshold	80	80	80	80	80	80	80	80	80
Exceed Threshold?	No	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Table 5.12-19 shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 49.8 to 54.7 dBA Lmax. Table 5.12-19 shows that all of the receptor locations would be below the threshold of 60 dBA Lmax. Therefore, nighttime operational noise impacts from Phase 1 would be less than significant.

Table 5.12-19: Nighttime Project Operational Noise Levels from Phase 1

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Loading Dock Activity	49.9	48.4	50.7	50.4	50.2	53.8	53.4	49.5	53.7
Roof-Top Air Conditioning Units	41.5	37.3	41.8	36.8	36.1	33.8	32.5	29.2	30.2
Courtyard Activity	19.8	23.0	30.5	20.6	18.7	11.5	0.0	0.0	0.0
Drive-Through Speakerphone	30.8	31.3	32.0	32.6	32.2	38.2	37.9	33.8	36.3
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2	36.3
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5	17.9
Truck Movements	28.2	26.8	28.8	29.4	28.0	30.6	31.8	28.0	33.3
Total (All Noise Sources)	51.2	50.0	54.7	51.5	51.2	54.3	53.7	49.8	53.9
Threshold	60	60	60	60	60	60	60	60	60
Exceed Threshold	No	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Phase 2 Buildout – With Overlay. The Noise and Vibration Analysis included in EIR Appendix Q calculated the operational source noise levels that are expected to be generated at the Specific Plan Area with operation of both Phase 1 and Phase 2 with the Overlay and the Project-related noise levels that would be experienced at each of the sensitive receiver locations.

Table 5.12-20 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 50.6 to 57.3 dBA Lmax, which would not exceed the City's daytime residential standard of 80 dBA Lmax at residences or schools. Therefore, daytime operational noise impacts from Phase 2 with Overlay would be less than significant.

Table 5.12-20: Daytime Project Operational Noise Levels from Phase 2 with Overlay

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	51.1	48.9	50.9	50.6	50.4	53.9	57.1	52.0
Roof-Top Air Conditioning Units	43.9	39.7	44.2	39.2	38.5	36.2	34.9	31.6
Courtyard Activity	23.8	26.9	34.4	24.6	22.7	15.5	0.0	3.1
Drive-Through Speakerphone	34.8	35.3	36.0	36.6	36.2	42.2	41.9	37.7
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5
Truck Movements	28.7	27.0	28.9	29.5	28.1	30.8	32.9	28.9
Total (All Noise Sources)	52.4	50.6	55.0	51.8	51.6	54.6	57.3	52.3
Threshold	80	80	80	80	80	80	80	80
Exceed Threshold?	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Table 5.12-21 shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 50.4 to 57.2 dBA Lmax. Table 5.12-21 shows that all of the receptor locations would be below the threshold of 60 dBA Lmax. Therefore, nighttime operational noise impacts from Phase 2 with Overlay would be less than significant.

Table 5.12-21: Nighttime Project Operational Noise Levels from Phase 2 With Overlay

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)							
	R1	R2	R3	R4	R5	R6	R7	R8
Loading Dock Activity	51.1	48.9	50.9	50.6	50.4	53.9	57.1	52.0
Roof-Top Air Conditioning Units	41.5	37.3	41.8	36.8	36.1	33.8	32.5	29.2
Courtyard Activity	19.8	23.0	30.5	20.6	18.7	11.5	0.0	0.0
Drive-Through Speakerphone	30.8	31.3	32.0	32.6	32.2	38.2	37.9	33.8
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5
Truck Movements	28.7	27.0	28.9	29.5	28.1	30.8	32.9	28.9
Total (All Noise Sources)	52.1	50.4	54.8	51.6	51.4	54.4	57.2	52.2
Threshold	60	60	60	60	60	60	60	60
Exceed Threshold	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Phase 2 Buildout – Without Overlay. Tables 5.12-22 and 5.12-23 show the estimated operational noise levels of Phase 2 without the Overlay. Table 5.12-22 shows that the daytime hourly noise levels at the off-site receiver locations are expected to range from 50.6 to 62.0 dBA Lmax, which would not exceed the City's daytime residential standard of 80 dBA Lmax at residences or schools. Therefore, daytime operational noise impacts from Phase 2 without the Overlay would be less than significant.

Table 5.12-22: Daytime Project Operational Noise Levels from Phase 2 Without Overlay

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Loading Dock Activity	51.1	48.9	50.9	50.6	50.4	53.9	57.1	52.0	61.9
Roof-Top Air Conditioning Units	43.9	39.7	44.2	39.2	38.5	36.2	34.9	31.6	32.6
Courtyard Activity	23.8	26.9	34.4	24.6	22.7	15.5	0.0	3.1	0.0
Drive-Through Speakerphone	34.8	35.3	36.0	36.6	36.2	42.2	41.9	37.7	40.2
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2	36.3
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5	17.9
Truck Movements	28.7	27.0	28.9	29.5	28.1	30.8	32.9	28.9	37.5
Total (All Noise Sources)	52.4	50.6	55.0	51.8	51.6	54.6	57.3	52.3	62.0
Threshold	80	80	80	80	80	80	80	80	80
Exceed Threshold?	No	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Table 5.12-23 shows the Project operational noise levels from Phase 2 without the Overlay during the nighttime hours of 10:01 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site nighttime noise sensitive receiver locations are expected to range from 50.4 to 57.3 dBA Lmax. The nighttime noise would be 61.9 dBA Lmax at Val Verde Elementary School, which is not a nighttime noise sensitive use. Therefore, nighttime operational noise impacts from Phase 2 without the Overlay would be less than significant.

Table 5.12-23: Nighttime Project Operational Noise Levels from Phase 2 Without Overlay

Noise Source	Operational Noise Levels by Receiver Location (dBA Lmax)								
	R1	R2	R3	R4	R5	R6	R7	R8	R9
Loading Dock Activity	51.1	48.9	50.9	50.6	50.4	53.9	57.1	52.0	61.9
Roof-Top Air Conditioning Units	41.5	37.3	41.8	36.8	36.1	33.8	32.5	29.2	30.2
Courtyard Activity	19.8	23.0	30.5	20.6	18.7	11.5	0.0	0.0	0.0
Drive-Through Speakerphone	30.8	31.3	32.0	32.6	32.2	38.2	37.9	33.8	36.3
Trash Enclosure Activity	42.5	43.7	52.0	43.5	43.4	41.6	37.9	34.2	36.3
Parking Lot Vehicle Movements	20.7	26.1	27.5	26.6	24.1	35.2	15.7	17.5	17.9
Truck Movements	28.7	27.0	28.9	29.5	28.1	30.8	32.9	28.9	37.5
Total (All Noise Sources)	52.1	50.4	54.8	51.6	51.4	54.4	57.2	52.2	61.9
Threshold	60	60	60	60	60	60	60	60	60
Exceed Threshold	No	No	No	No	No	No	No	No	No

Source: EIR Appendix Q

Phase 1 Operational CNEL Noise. Consistent with the City of Perris General Plan Noise Element, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels; however, the City of Perris General Plan Noise Element requires new industrial facilities and large commercial facilities to demonstrate compliance with noise-sensitive land uses within 160 feet. Since CNEL noise criteria is used to describe the noise sensitive time periods during the evening and night hours when noise can become more intrusive, the CNEL calculations are limited to the noise sensitive residential receiver locations.

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive, particularly for noise sensitive residential land use. CNEL does not represent the actual sound level heard at any time but rather represents the total sound exposure.

Table 5.12-24: Operational Noise Level Compliance (CNEL) for Phase 1

Receiver Location	Land Use	Project Operational Noise Levels			Exterior Noise Level Standards (CNEL)	Noise Level Standards Exceeded?
		Daytime (dBA Leq)	Nighttime (dBA Leq)	24-Hour (CNEL)		
R1	Residential	46.6	45.5	52.2	60	No
R2	Residential	44.8	44.2	50.8	60	No
R3	Residential	50.5	50.1	56.7	60	No
R4	Residential	45.5	45.0	51.7	60	No
R5	Residential	45.1	44.7	51.4	60	No
R6	Residential	46.9	46.7	53.4	60	No
R7	Residential	46.0	45.9	52.5	60	No
R8	Residential	42.2	42.0	48.7	60	No
R9	School	46.1	- ¹	- ¹	- ¹	No

Source: EIR Appendix Q

¹ R9 is Val Verde Elementary School, which does have any noise sensitive nighttime receivers.

Table 5.12-24 includes the evening and nighttime adjustments made to the Phase 1 operational noise levels during the applicable hours to convert the hourly operational noise levels (Leq) to 24-hour CNELs. Table 5.12-16 indicates that the 24-hour noise levels associated with operation of Phase 1 at the nearest receiver locations are expected to range from 48.7 to 56.7 dBA CNEL, which would not exceed the City of Perris 60 dBA CNEL exterior noise level standards at the nearest residences.

Phase 2 With Overlay Operational CNEL Noise. Table 5.12-25 includes the evening and nighttime adjustments made to the Phase 2 with Overlay operational noise levels during the applicable hours to convert the hourly operational noise levels (Leq) to 24-hour CNELs. Table 5.12-25 indicates that the 24-hour noise levels associated with operation of Phase 2 with Overlay at the nearest receiver locations are expected to range from 50.9 to 56.8 dBA CNEL, which would not exceed the City of Perris 60 dBA CNEL exterior noise level standards at the nearest residences.

Table 5.12-25: Operational Noise Level Compliance (CNEL) for Phase 2 With Overlay

Receiver Location	Land Use	Project Operational Noise Levels			Exterior Noise Level Standards (CNEL)	Noise Level Standards Exceeded?
		Daytime (dBA Leq)	Nighttime (dBA Leq)	24-Hour (CNEL)		
R1	Residential	47.0	46.1	52.7	60	No
R2	Residential	44.9	44.3	51.0	60	No
R3	Residential	50.5	50.1	56.8	60	No
R4	Residential	45.5	45.1	51.8	60	No
R5	Residential	45.2	44.8	51.5	60	No
R6	Residential	46.9	46.8	53.4	60	No
R7	Residential	49.3	49.2	55.9	60	No
R8	Residential	44.4	44.3	50.9	60	No

Source: EIR Appendix Q

Phase 2 Without Overlay Operational CNEL Noise. Table 5.12-26 includes the evening and nighttime adjustments made to the Phase 2 without the Overlay operational noise levels during the applicable hours to convert the hourly operational noise levels (Leq) to 24-hour CNELs. Table 5.12-26 indicates that the 24-hour noise levels associated with operation of Phase 2 without the Overlay at the nearest receiver locations are expected to range from 50.9 to 56.8 dBA CNEL, which would not exceed the City of Perris 60 dBA CNEL exterior noise level standards at the nearest residences.

Table 5.12-26: Operational Noise Level Compliance (CNEL) for Phase 2 Without Overlay

Receiver Location	Land Use	Project Operational Noise Levels			Exterior Noise Level Standards (CNEL)	Noise Level Standards Exceeded?
		Daytime (dBA Leq)	Nighttime (dBA Leq)	24-Hour (CNEL)		
R1	Residential	47.0	46.1	52.7	60	No
R2	Residential	44.9	44.3	51.0	60	No
R3	Residential	50.5	50.1	56.8	60	No
R4	Residential	45.5	45.1	51.8	60	No
R5	Residential	45.2	44.8	51.5	60	No
R6	Residential	46.9	46.8	53.4	60	No
R7	Residential	49.3	49.2	55.9	60	No
R8	Residential	44.4	44.2	50.9	60	No

Source: EIR Appendix Q

Operational Noise Level Increases

Phase 1 Noise Increase. To evaluate if noise from operation of the proposed Project would result in a substantial increase in ambient noise levels, operational noise levels were combined with the existing ambient noise levels measurements at the nearby receiver locations. The difference between the combined Project operational and ambient noise levels describes the noise level increases to the existing ambient noise environment.

As indicated on Table 5.12-27, with operation of Phase 1, the daytime increase in noise would range from 0.0 to 1.0 dBA Leq and Table 5.12-28 shows that the nighttime increase in noise would range from 0.1 to 0.9 dBA Leq, which would not generate a significant daytime or nighttime operational noise level increase at the sensitive receiver locations. Therefore, impacts would be less than significant.

Table 5.12-27: Daytime Phase 1 Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	46.6	L1	67.2	67.2	0.0	1.5	No
R2	44.8	L2	66.7	66.7	0.0	1.5	No
R3	50.5	L3	64.2	64.4	0.2	5.0	No
R4	45.5	L4	54.7	55.2	0.5	5.0	No
R5	45.1	L4	54.7	55.2	0.5	5.0	No
R6	46.9	L5	65.0	65.1	0.1	1.5	No
R7	46.0	L7	56.5	56.9	0.4	5.0	No
R8	42.2	L8	58.6	58.7	0.1	5.0	No
R9	46.1	L6	52.1	53.1	1.0	5.0	No

Source: EIR Appendix Q

Table 5.12-28: Nighttime Phase 1 Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	45.5	L1	63.9	64.0	0.1	5.0	No
R2	44.2	L2	61.8	61.9	0.1	5.0	No
R3	50.1	L3	62.1	62.4	0.3	5.0	No
R4	45.0	L4	51.3	52.2	0.9	5.0	No
R5	44.7	L4	51.3	52.2	0.9	5.0	No
R6	46.7	L5	59.0	59.2	0.2	5.0	No
R7	45.9	L7	53.2	53.9	0.7	5.0	No
R8	42.0	L8	55.0	55.2	0.2	5.0	No

Source: EIR Appendix Q

¹ R9 is Val Verde Elementary School, which does have any noise sensitive nighttime receivers.

Phase 2 – With Overlay Noise Increase. As shown in Table 5.12-29, with operation of Phase 2 with Overlay, the daytime increase in noise would range from 0.0 to 0.8 dBA Leq and Table 5.12-29 shows that the nighttime increase in noise would range from 0.1 to 1.5 dBA Leq, which would not generate a significant

daytime or nighttime operational noise level increase at the sensitive receiver locations. Therefore, impacts would be less than significant.

Table 5.12-29: Daytime Phase 2 With Overlay Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	47.0	L1	67.2	67.2	0.0	1.5	No
R2	44.9	L2	66.7	66.7	0.0	1.5	No
R3	50.5	L3	64.2	64.4	0.2	5.0	No
R4	45.5	L4	54.7	55.2	0.5	5.0	No
R5	45.2	L4	54.7	55.2	0.5	5.0	No
R6	46.9	L5	65.0	65.1	0.1	1.5	No
R7	49.3	L7	56.5	57.3	0.8	5.0	No
R8	44.4	L8	58.6	58.8	0.2	5.0	No

Source: EIR Appendix Q

Table 5.12-30: Nighttime Phase 2 With Overlay Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	46.1	L1	63.9	64.0	0.1	5.0	No
R2	44.3	L2	61.8	61.9	0.1	5.0	No
R3	50.1	L3	62.1	62.4	0.3	5.0	No
R4	45.1	L4	51.3	52.2	0.9	5.0	No
R5	44.8	L4	51.3	52.2	0.9	5.0	No
R6	46.8	L5	59.0	59.3	0.3	5.0	No
R7	49.2	L7	53.2	54.7	1.5	5.0	No
R8	44.3	L8	55.0	55.4	0.4	5.0	No

Source: EIR Appendix Q

Phase 2 – Without Overlay Noise Increase. As shown in Table 5.12-31, with operation of Phase 2 without the Overlay, the daytime increase in noise would range from 0.0 to 4.0 dBA Leq and Table 5.12-32 shows that the nighttime increase in noise would range from 0.1 to 1.5 dBA Leq, which would not generate a significant daytime or nighttime operational noise level increase at the sensitive receiver locations. Therefore, impacts would be less than significant.

Table 5.12-31: Daytime Phase 2 Without Overlay Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	47.0	L1	67.2	67.2	0.0	1.5	No
R2	44.9	L2	66.7	66.7	0.0	1.5	No
R3	50.5	L3	64.2	64.4	0.2	5.0	No
R4	45.5	L4	54.7	55.2	0.5	5.0	No
R5	45.2	L4	54.7	55.2	0.5	5.0	No
R6	46.9	L5	65.0	65.1	0.1	1.5	No
R7	49.3	L7	56.5	57.3	0.8	5.0	No
R8	44.4	L8	58.6	58.8	0.2	5.0	No
R9	53.9	L6	52.1	56.1	4.0	5.0	No

Source: EIR Appendix Q

Table 5.12-32: Nighttime Phase 2 Without Overlay Operational Noise Level Increases (dBA Leq)

Receiver Location	Total Project Operational Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	46.1	L1	63.9	64.0	0.1	5.0	No
R2	44.3	L2	61.8	61.9	0.1	5.0	No
R3	50.1	L3	62.1	62.4	0.3	5.0	No
R4	45.1	L4	51.3	52.2	0.9	5.0	No
R5	44.8	L4	51.3	52.2	0.9	5.0	No
R6	46.8	L5	59.0	59.3	0.3	5.0	No
R7	49.2	L7	53.2	54.7	1.5	5.0	No
R8	44.2	L8	55.0	55.3	0.3	5.0	No

Source: EIR Appendix Q

¹ R9 is Val Verde Elementary School, which does have any noise sensitive nighttime receivers.

IMPACT NOI-2: THE PROJECT WOULD NOT RESULT IN GENERATION OF EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS.

Specific Plan Area

Construction

Less than Significant Impact. Construction activities for development of the Project would include site preparation, grading, building construction, paving, architectural coating, which have the potential to generate low levels of groundborne vibration. People working in close proximity to the construction could be exposed to the generation of excessive groundborne vibration or groundborne noise levels related to construction activities. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels, to slight structural damage at the highest levels. Site ground vibrations from construction activities very rarely reach the levels that can

damage structures, but they can be perceived in the audible range and be felt in buildings very close to a construction site.

Excavation and grading activities are required for implementation of the Project and can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Based on the reference vibration levels provided by the FTA, a vibratory roller represents the peak source of vibration with a reference velocity of 0.210 inch per second PPV at 25 feet, as shown in Table 5.12-33.

Table 5.12-33: Vibration Source Levels for Construction Equipment

Equipment	PPV (inch per second) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089
Vibratory Roller	0.210

Source: EIR Appendix Q

Table 5.12-34 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 66 feet to 726 feet from construction activities, construction vibration levels are estimated to be between 0.001 and 0.049 inch per second PPV. As such, construction vibration levels would not exceed the threshold of 0.3 inch per second PPV threshold at any sensitive receiver locations. Therefore, impacts related to construction vibration would be less than significant.

Table 5.12-34: Construction Vibration Levels

Location	Distance to Const. Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Thresholds PPV (in/sec)	Thresholds Exceeded?
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Vibratory Roller	Highest Vibration Level		
R1	181'	0.000	0.002	0.004	0.005	0.011	0.011	0.3	No
R2	713'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R3	112'	0.000	0.004	0.008	0.009	0.022	0.022	0.3	No
R4	709'	0.000	0.000	0.001	0.001	0.001	0.001	0.3	No
R5	720'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R6	454'	0.000	0.000	0.001	0.001	0.003	0.003	0.3	No
R7	96'	0.000	0.005	0.010	0.012	0.028	0.028	0.3	No
R8	726'	0.000	0.000	0.000	0.001	0.001	0.001	0.3	No
R9	66'	0.001	0.008	0.018	0.021	0.049	0.049	0.3	No

Source: EIR Appendix Q
"PPV" = Peak Particle Velocity

Operation

Less than Significant Impact. Operation of the proposed Project would include heavy trucks for loading dock activities, deliveries, and moving trucks, and garbage trucks for solid waste disposal. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. According to the FTA *Transit Noise Impact and Vibration Assessment* trucks rarely create vibrations that exceed 70 VdB (0.0032 PPV in/sec) (unless there are bumps due to frequent potholes in the road). Since the trucks on nearby

roadways and on site would be travelling at low speeds on smooth surfaces, it is expected that delivery truck vibration impacts at nearby receiver locations would be less than the vibration perceptibility threshold of 0.3 PPV in/sec and therefore, would be less than significant.

IMPACT NOI-3: THE PROJECT WOULD NOT, FOR A PROJECT LOCATED WITHIN THE VICINITY OF A PRIVATE AIRSTRIP OR AN AIRPORT LAND USE PLAN, OR WHERE SUCH A PLAN HAS NOT BEEN ADOPTED, WITHIN TWO MILES OF A PUBLIC AIRPORT OR PUBLIC USE AIRPORT, EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE LEVELS.

Specific Plan Area

Less than Significant Impact. As shown in Figure 5.12-2, the Perris Valley Airport is located approximately 2.3 miles southwest of the Specific Plan Area and the site is located outside of the airport's 55 dBA CNEL noise level contour. In addition, March ARB/IPA is located approximately 2.9 miles northwest of the Specific Plan Area. The Specific Plan Area is located outside of the March ARB/IPA 60 dBA CNEL airport noise level contour boundaries, as shown in Figure 5.12-3. Thus, implementation and development of the Project would not result in a safety hazard or exposure to excessive noise for people residing or working in the area, and impacts would be less than significant.

5.12.7 CUMULATIVE IMPACTS

Cumulative noise assessment considers development of the proposed project in combination with ambient growth and other development projects within the vicinity of the proposed Project. As noise and vibration are localized phenomenon and drastically reduce in magnitude as distance from the source increases, only projects and ambient growth in the nearby area (as listed in Table 5-1 and shown in Figure 5-1) could combine with the proposed Project to result in cumulative noise impacts.

Construction Noise. Development of the proposed Project in combination with the related projects would result in an increase in construction-related and traffic-related noise. However, Perris Municipal Code Section 7.34.060 requires construction activities to not occur between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, including Saturday, or anytime on Sunday or a federal holiday. Also, construction noise and vibration are localized in nature and decrease substantially with distance. Consequently, in order to achieve a substantial cumulative increase in construction noise and vibration levels, more than one source emitting high levels of construction noise would need to be in close proximity to the proposed Project construction. As shown on Figure 5-1, there are several cumulative projects that are adjacent to or within hearing distance of the Project site. The closest cumulative projects include the following:

- P19: Orbis Indus Truck Yard
- P21: Target Store
- P22: Commercial Shopping Plaza
- P23: Habit Restaurant
- P24: Pollo Campero Restaurant
- P30: Tommy's Carwash

Construction of these nearby projects could occur during construction of the proposed Project. However, cumulative projects would also be required to comply with the Perris Municipal Code regarding construction noise impacts and would implement measures as required through City construction permitting to protect sensitive receptors from construction noise impacts, which would limit the potential of the noise to cumulatively combine with noise from nearby projects.

As detailed previously, the highest construction noise from the proposed Project would range from 58.3 to 65.8 dBA Lmax at sensitive receiver locations, which would not exceed the City's 80 dBA Lmax daytime construction noise level threshold. Concrete pouring activities would range from 50.9 to 55.9 dBA Lmax at the nearby receiver locations, which would be less than the City's 60 dBA Lmax residential nighttime noise level standard. In addition, the greatest increase in ambient noise from construction would be 11.0 dBA Leq at the nearest receiver locations, which would not exceed 12 dBA. This construction noise is not additive; meaning if more than one construction project occurred at the same time, a higher noise volume would not occur; however, the construction noise would occur over both project locations. Because the proposed Project construction noise would not exceed standards, simultaneous construction would not cause an exceedance that could be cumulatively impactful. Thus, construction noise impacts would be less than cumulatively considerable and less than significant.

Operational Traffic Noise. Cumulative traffic source noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed Project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts has been assessed based on the contribution of the proposed Project in the opening year cumulative traffic volumes on the roadways in the Project vicinity. As shown in Table 5.12-35, in the General Plan buildout (2045) condition, the cumulative increase in roadway noise volumes would range from 1.6 to 10.9 dBA CNEL. As shown, the study area roadway segment of Barrett Avenue between Placentia Avenue and Orange Avenue (Segment #4) is adjacent to residential uses and would experience a traffic noise increase of 7.4 dBA, which exceeds the threshold of 3 dBA. This would be a cumulatively considerable increase in traffic noise. As described previously, there is no feasible mitigation to reduce roadway noise levels below thresholds. Therefore, noise increases from truck traffic would be cumulatively considerable and would remain significant and unavoidable after implementation of mitigation.

Onsite Operational Noise. As detailed previously, impacts associated with onsite noise sources would be less than significant and no mitigation is required. Other projects would be required to evaluate onsite noise sources and, if necessary, mitigate for such impacts. Because the proposed Project at full buildout would result in a maximum noise volume of 62.0 dBA Lmax, at sensitive receptors in the daytime which would be far below the City's daytime residential standard of 80 Lmax, it would not result in an exceedance that could have a cumulatively considerable contribution to potential exceedances of noise standards. Likewise, the highest nighttime noise volume at a sensitive use would be 57.3 dBA Lmax, which would be less than the 60 dBA Lmax nighttime noise level standard and would not have a cumulatively considerable contribution that could result in potential exceedances of noise standards. In addition, the Project would result in a less than significant 1.5 dBA increase in ambient noise levels, which is far below the threshold of 5.0 dBA; and thus, would be less than cumulatively considerable. Stationary noise is a localized phenomena, and there is very limited potential for cumulative noise impacts to occur. Each related project in the Specific Plan vicinity would require noise assessments and compliance with noise-related municipal codes, as part of permitting requirements that would address potential noise impacts and identify necessary attenuation measures, where appropriate. However, the closest cumulative projects include commercial, restaurant, and light industrial uses, which are consistent with the uses proposed by the Project and are not anticipated to result in cumulative impacts related to operational noise. As such, the Project, in conjunction with other projects, would not have a cumulatively considerable impact related to onsite operational noise. Cumulative onsite operational noise impacts from the Project would be less than significant.

Construction Vibration. Groundborne vibration generated at the Specific Plan Area during construction would not be in exceedance of the 0.3 inches per sec PPV threshold. At distances ranging from 66 feet to 726 feet from construction activities, construction vibration levels are estimated to be between 0.001 and 0.049 inch per second PPV, which are far below 0.3 inch per second PPV.

Table 5.12-35: Cumulative Off-Site Traffic Noise Increases

ID	Roadway	Segment	Receiving Land Use	CNEL at Receiving Land Use (dBA CNEL)					Incremental Noise	
				Existing No Project (a)	GP 2045 Without Project (b)	GP 2045 With Project (c)	Cumulative Increase (c-a)	Cumulative Contribution (c-b)	Limit	Exceeded?
1	Indian Ave	between Placentia Ave and Orange Ave	Non-Sensitive	65.5	68.5	69.1	3.6	0.6	n/a	No
2	Orange Ave	between Indian Ave and Perris Blvd	Non-Sensitive	67.4	68.3	69.0	1.6	0.7	n/a	No
3	Perris Blvd	between Orange Ave and Citrus Ave	Sensitive	72.5	74.6	75.0	2.5	0.4	1.5	No
4	Barrett Ave	between Placentia Ave and Orange Ave	Sensitive	59.7	60.8	67.1	7.4	6.3	1.5	Yes
5	Perris Blvd	between Placentia Ave and Orange Ave	Sensitive	72.2	74.4	74.6	2.4	0.2	1.5	No
6	Perris Blvd	between Rider St and Placentia Ave	Sensitive	72.3	74.6	74.9	2.6	0.3	1.5	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	Non-Sensitive	73.6	74.9	75.5	1.9	0.6	n/a	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	Non-Sensitive	66.5	68.6	76.8	10.3	8.2	n/a	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	Non-Sensitive	63.5	65.7	73.0	9.5	7.3	n/a	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	Non-Sensitive	63.7	65.9	74.6	10.9	8.7	n/a	No
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	71.9	73.6	73.7	1.8	0.1	n/a	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	Sensitive	72.6	75.0	75.9	3.3	0.9	1.5	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	Non-Sensitive	71.1	73.6	77.4	6.3	3.8	n/a	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	Non-Sensitive	72.6	75.1	75.7	3.1	0.6	n/a	No
15	Placentia Ave	between Indian Ave and Perris Blvd	Sensitive	68.8	72.5	73.5	4.7	1.0	1.5	No

Source: EIR Appendix Q

Although construction of other projects may occur at the same time as the proposed Project, cumulatively significant construction vibration would only have the potential to occur when construction activities generating high vibration levels occur in close proximity to one another in a way that concentrates the vibration. The farther construction activities occur from one another on each respective project site, the quicker the vibration dissipates by the time it reaches a sensitive receptor. Additionally, because heavy construction equipment moves around a project site and would only occur for limited durations, average vibration levels at the nearest structures would diminish with increasing distance between the structures and construction activities. Both the proposed Project and related projects would be required to comply with the limitations on allowable hours of construction that limit potential construction vibration impacts. Due the limited vibration generated by Project construction that would be in temporary locations throughout the site, the Project's incremental effects associated with the generation of excessive groundborne vibration or groundborne noise levels would be less than cumulatively considerable.

Operational Vibration. As detailed previously, operational vibration from the Project would be limited to trucks on nearby roadways and on site that would be travelling at low speeds on smooth surfaces and would generate vibration below the perceptibility threshold of 0.3 PPV in/sec. Because the vibration would be below perceptibility and would further diminish with distance, the Project vibration would not combine to become cumulatively considerable, and cumulative operational vibration would be less than significant.

5.12.8 EXISTING REGULATIONS

Perris Municipal Code

- Perris Municipal Code Section 7.34: Noise Control

5.12.9 PROJECT DESIGN FEATURES

None.

5.12.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts related to Impact NOI-1 would be potentially significant. Impacts related to Impacts NOI-2 and NOI-3 would be less than significant.

5.12.11 MITIGATION MEASURES

None.

5.12.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

As no feasible mitigation exists to reduce traffic noise, impacts related to Impact NOI-1 would be significant and unavoidable. Impacts related to Impacts NOI-2 and NOI-3 would be less than significant.

5.12.13 REFERENCES

City of Perris. (2005). *General Plan Noise Element*.

California Department of Transportation. (April 2020). *Transportation and Construction Vibration Guidance Manual*.

Federal Transit Administration. (2006). *Transit Noise and Vibration Impact Assessment*.
https://docs.vcrma.org/images/pdf/planning/ceqa/FTA_Noise_and_Vibration_Manual.pdf

Office of Planning and Research (OPR). (2017). *General Plan Guidelines*.
http://opr.ca.gov/docs/OPR_COMPLETE_7.31.17.pdf

United States Department of Defense, Department of the Air Force, Air Force Reserve Command. (2018).
Final Air Installations Compatible Use Zones Study for March Air Reserve Base, Riverside, California.

Urban Crossroads. (April 2025). *Harvest Landing Retail Center & Business Park Project Noise and Vibration Analysis*. **(EIR Appendix Q)**

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5.13 Population and Housing

5.13.1 INTRODUCTION

This section examines the existing population, housing, and employment conditions in the City of Perris and assesses the Project's impacts on planned growth. The demographic data and analysis in this section is based, in part, on the following documents and resources:

- *Connect SoCal2024, Southern California Association of Governments (SCAG), April 2024*
- *Demographics and Growth Forecast, SCAG, April 2024*
- *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2020-2024, California Department of Finance (DOF), 2024*
- *City of Perris General Plan 2030, Adopted 26 April 2005*
- *City of Perris General Plan Adopted Housing Element 2021-2029, Adopted 17 August, 2022*
- *City of Perris General Plan 2030 Environmental Impact Report, Certified 26 April 2005*
- *Perris Municipal Code*

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. According to Section 15382 of the State CEQA Guidelines, “[a]n economic or social change by itself shall not be considered a significant impact on the environment.” Socioeconomic characteristics should be considered in an EIR only to the extent that they create adverse impacts on the physical environment.

5.13.2 REGULATORY SETTING

5.13.2.1 Federal Regulations

There are no federal regulations concerning population and housing impacts that are applicable to the Project.

5.13.2.2 State Regulations

Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)

Commonly known as Senate Bill (SB) 330 (Chapter 654, Statutes of 2019), this law was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2030, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act and institutes the Housing Crisis Act of 2019. Under this legislation, municipal and county agencies are restricted in ordinances and policies that can be applied to residential development.

While many of SB 330's provisions (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the California Department of Housing and Community Development. In the case of counties, it is areas within counties and not necessarily an entire county that is affected. Perris is considered an affected city, as defined by Government Code Section 66300.

Regional Housing Needs Assessment (RHNA)

State Housing Law (California Government Code Article 10.6, Sections 65580-65590) mandates that local governments through Councils of Governments identify existing and future housing needs in a Regional Housing Needs Assessment (RHNA). The RHNA is used in land use planning for prioritizing local resource allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment and household growth. The City of Perris addresses RHNA through its Housing Element as part of the General Plan. The RHNA prepared by the Southern California Association of Governments (SCAG) projects Perris' share of regional housing need for 2021-2029 as 7,805 new housing units, including:

- 2,030 units very low-income households;
- 1,127 units low-income;
- 1,274 units moderate-income; and
- 3,374 units above-moderate income.

The 2021-2029 Housing Element found that the City has the ability to meet the 7,805 unit RHNA allocation with a surplus of 1,641 units, including units in each income category as shown in Table 5.13-1.

Table 5.13-1: Accommodation of the City of Perris 2021-2029 RHNA

	Income Category			Total
	Lower	Moderate	Above-Moderate	
2021-2029 RHNA Allocation	3,157	1,274	3,374	7,805
Credits Towards RHNA	142	257	4,190	4,589
RHNA Shortfall	3,015	1,017	0	4,589
Housing Sites Identified in Housing Element	3,150	1,188	1,335	5,672
Surplus	135	171	1,335	1,641

Source: (City of Perris, 2022)

5.13.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 does not contain specific policies related to population and housing that are applicable to the Project. However, the Housing Element does discuss population and housing growth in the City.

The purpose of the Housing Element of the City of Perris General Plan is to ensure the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that will result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. It institutes policies that guide City decision-making and establishes an action program to implement housing goals through 2029. As detailed previously, the 2021-2029 Housing Element shows that the City has the ability to meet the 2021-2029 RHNA allocation of 7,805 units with a surplus of 1,641 units, including units in each income category in Table 5.13-1.

5.13.3 ENVIRONMENTAL SETTING

The site is vacant, except for Val Verde Elementary School in the northwest and two single family residences near the intersection of Indian Avenue and Orange Avenue.

5.13.3.1 Population

According to Connect SoCal 2024, SCAG's 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy, the population of Perris is anticipated to increase from 78,000 persons in 2019 to 145,096 persons in 2050; an increase of 67,096 persons (as summarized below in Table 5.13-2). This represents an 86 percent increase between 2019 and 2050. Comparatively, the entire population of Riverside County is anticipated to increase from 2,386,000 persons in 2019 to 2,992,000 persons in 2050, an increase in 606,000 persons. This represents a 25 percent increase.

Estimates of population for cities and counties in California are determined by the Department of Finance annually. As of January 2023, the City of Perris had an estimated population of 79,311 persons while the County of Riverside had an estimated population of 2,442,378 persons (DOF, 2024). Thus, the current population of the City of Perris and the County of Riverside are within the SCAG's existing regional growth projections.

Table 5.13-2: Population Trends in the City of Perris

	2019 ¹	2024 ²	2050 ¹	2019 – 2050 Increase
City of Perris	78,000	79,311	145,096	67,096 (86%)
Riverside County	2,386,000	2,442,378	2,992,000	606,000 (25%)

Sources:

¹SCAG, 2024a

²DOF, 2024

5.13.3.2 Housing

According to Connect SoCal 2024, the City of Perris is projected to add approximately 16,000 households between 2019 and 2050 (Table 5.13-3). Comparatively, the County as a whole is expected to add approximately 318,000 households between 2019 and 2050.

Along with population, estimates of the number of housing units are determined by the DOF and updated annually. As of January 2024, there were an estimated 20,297 and 882,389 housing units within the City of Perris and County of Riverside, respectively (DOF, 2024). Thus, the existing number of housing units in of the City of Perris and the County of Riverside are within SCAG regional growth projections.

Table 5.13-3: Housing Trends in the City of Perris

	2019 ¹	2024 ²	2050 ¹	2019 – 2050 Increase
City of Perris	18,600	20,297	34,600	16,000 (86%)
Riverside County	744,000	882,389	1,062,000	318,000 (42%)

Sources:

¹SCAG, 2024a

²DOF, 2024

5.13.3.3 Employment

According to Connect SoCal 2024, the City of Perris is projected to add approximately 15,000 jobs between 2019 and 2050 (Table 5.13-4). This represents an increase of approximately 82 percent. Comparatively, the entire County is projected to add approximately 338,000 jobs (or 40 percent) between 2019 and 2050.

The most recent count of jobs in the City of Perris is from the SCAG 2022 Spatial and Statistical Summary, which estimated 18,382 jobs in 2021 (SCAG, 2022). In addition, the annual average number of jobs in the

County of Riverside for 2021 totaled 669,804 (SCAG, 2022). Thus, the current employment numbers within the City of Perris and the County of Riverside are within SCAG regional growth projections.

Table 5.13-4: Employment Trends in the City of Perris

	2019 ¹	2021 ²	2050 ¹	2019 – 2050 Increase
City of Perris	18,300	18,382	33,300	15,000 (82%)
Riverside County	847,000	669,804 ³	1,185,000	338,000 (40%)

Sources:

¹SCAG, 2024a

²SCAG, 2022

³The number of jobs in Riverside County was obtained by summing job data from the unincorporated area and all cities.

5.13.3.4 Jobs – Housing Ratio

The jobs-housing ratio is a general measure of the total number of jobs and housing units in a defined geographic area, without regard to economic constraints or individual preferences. SCAG applies the jobs-housing ratio at the regional and subregional levels to analyze the fit between jobs, housing, and infrastructure. A major focus of SCAG's regional planning efforts has been to improve this balance. SCAG defines the jobs-housing balance as follows:

Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced.... Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average. Ideally, job-housing balance would... assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

According to the SCAG Equity Analysis Technical Report, the SCAG region had a jobs-housing ratio of 1.22 in 2019 (SCAG, 2024b). Communities with more than 1.19 jobs per dwelling unit are considered jobs-rich; those with fewer than 1.19 are "housing rich," meaning that more housing is provided than employment opportunities in the area. A job-housing imbalance can indicate potential air quality and traffic problems associated with commuting. Table 5.13-5 provides the jobs-to-housing ratios for the City and Riverside County, based on projection data from SCAG.

Table 5.13-5: Jobs - Housing Trends in the City of Perris

Year	Jobs	Dwelling Units	Jobs – Housing Ratio
City of Perris			
2019	18,300	18,600	0.98
2021	18,382	19,583 ¹	0.94
2050	33,300	34,600	0.96
County of Riverside			
2019	847,000	744,000	1.14
2021	669,804	863,784 ¹	0.78
2050	1,185,000	1,062,000	1.12

Sources: DOF, 2024; SCAG, 2024a; SCAG, 2022

¹Estimates of the number of dwelling units in January 2022 were used to account for the totality of 2021 (DOF, 2024).

As shown in Table 5.13-5, the approximate 2021 jobs-to-housing ratios for the City of Perris and Riverside County are 0.94 and 0.78, respectively; that is, both the City of Perris and Riverside County are housing-rich. Therefore, it is possible that residents in the City of Perris may need to commute to other incorporated cities or other counties for employment. In 2021, approximately 18 percent of workers within the City of Perris commuted seven or more hours weekly (SCAG, 2022).

5.13.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

5.13.5 METHODOLOGY

CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. Additionally, CEQA Guidelines Appendix G indicates that a project could have a significant effect if it would induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). Therefore, population impacts are considered potentially significant if growth associated with a project would exceed projections for the area and if such an exceedance would have the potential to create a significant adverse physical change to the environment.

The methodology used to determine population, housing, and employment impacts includes data on population and housing trends, which were obtained from the Department of Finance, SCAG, and the City of Perris General Plan. If projected growth with the Project would exceed SCAG and Perris growth projections and could create a significant change to the environment, the resulting growth would be considered “substantial,” and a significant impact would result.

5.13.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian

Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT POP-1: THE PROJECT WOULD NOT INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH IN AN AREA, EITHER DIRECTLY (FOR EXAMPLE, BY PROPOSING NEW HOMES AND BUSINESSES) OR INDIRECTLY (FOR EXAMPLE, THROUGH EXTENSION OF ROADS OR OTHER INFRASTRUCTURE).

Less than Significant Impact.

Construction

Specific Plan Area

Construction of the Project would result in a temporary increased demand for construction workers. This Draft EIR assumes that construction of Phase 1 would commence in the fourth quarter of 2025 and would take approximately 12 months to complete; and construction of Phase 2 would begin in 2026 and be completed by 2030.

Construction of both Phases would require a maximum of 3,438 construction workers (EIR Appendix B). These construction workers are anticipated to come from the City and surrounding jurisdictions and are anticipated to commute daily to the jobsite. Although it is possible that the demand for construction workers could induce some people to move to the area, this consideration would be de minimis, relative to the total number of construction workers in the region.

According to the SCAG Regional Data Platform, 4,654 individuals are employed in the construction industry in the City of Perris (SCAG, 2022). Within Riverside County as a whole, approximately 77,582 individuals are employed in the construction industry (ACS, 2021). The supply of general construction labor in the vicinity of the Project area is not expected to be constrained due to the existing number of construction employees. In addition, the current 5.7 percent unemployment rate in the City and the 4.6 percent unemployment rate in Riverside County (BLS, 2024). As such, the existing labor pool would meet the construction needs of the Project. Therefore, implementation of the Project would not induce substantial unplanned population growth

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

directly or indirectly through construction employment that could cause substantial adverse physical changes in the environment. Potential impacts would be less than significant.

Operations

Phase I Development

Phase I of the proposed Project would develop the Specific Plan Area with a commercial retail center and business park. The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio (FAR) of the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris Commercial Community General Plan land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed FAR of the MBU designation from 0.35 to 0.75, which would be consistent with the City of Perris Light Industrial General Plan land use designation. As detailed in Section 3.0, *Project Description*, the 139.89-acre Phase 1 Business Park site would be built out to 1,727,579 square feet of MBU uses and a floor area ratio of 0.28. The Phase 1 22.16-acre Community Shopping Center would be built out to 250,457 square feet to a floor area ratio of 0.26 and the 24.33-acre Phase 1 Commercial Big-Box Retail site would be developed with 178,050 square feet of commercial uses with a floor area ratio of 0.17. The site is located in a developed area of the City adjacent to existing roads and in close proximity to infrastructure and utilities. The Project does not involve construction of any new residential uses and would not contribute to a direct increase in the City's population.

Because the future tenants of the proposed MBU buildings are unknown, the number of jobs generated from operation of Phase 1 of the Project cannot be precisely determined. The County of Riverside General Plan estimates that the MBU designation would employ approximately one worker for every 1,030 square feet of MBU building area and one worker for every 500 square feet of Commercial building area (County of Riverside, 2015). Thus, buildout of Phase I of the proposed Project would generate approximately 2,535 employees; with 1,678 employees generated by the MBU area, and 857 employees generated in the commercial use areas.

As shown in Table 5.13-4, employment in the City of Perris is expected to increase by 15,000 jobs between 2019 and 2050. Based on these growth projections, buildout of Phase 1 would represent approximately 16.89 percent of projected employment growth within the City of Perris, with 11.18 percent growth resulting from MBU development, and 5.71 percent growth resulting from commercial development. Thus, the employment growth that would occur from Phase 1 is within the growth projections used to prepare Connect SoCal 2024. Thus, potential impacts from Phase 1 related to unplanned growth would be less than significant.

Phase 2 Buildout

The 111.83-acre Phase 2 planning area and 10.66-acre MBU Overlay area would allow up to 4,007,956 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation, at a maximum floor area ratio of 0.75.² The proposed maximum allowed square footage for Phase 2 would generate up to 3,892 jobs. Based on these growth projections, buildout of Phase 2 would represent approximately 25.94 percent of the year 2050 projected employment growth within the City of Perris. Thus, unplanned population growth would not occur from buildout of Phase 2.

² A Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Specific Plan Buildout

Operation of Phase 1 at buildout would generate approximately 2,535 employees; with 1,678 employees generated by the MBU uses, and 857 employees generated in the commercial use areas. Based on the proposed maximum allowed square footage for Phase 2, buildout would generate up to 3,892 jobs. Thus, the total number of jobs at full buildout and complete occupancy of the proposed Project would be 6,427.

As detailed in Table 5.13-4, it is estimated that the City of Perris contained 18,382 jobs in 2021 and SCAG Projections show 33,300 jobs in Perris in 2050, which is an increase of 14,918 jobs. The 6,427 jobs that would occur from implementation of the Project at full buildout and maximum capacity would be 43 percent of the anticipated growth; and therefore, consistent with SCAG projections and not result in unplanned growth. Potential impacts would be less than significant.

In addition, as shown above in Table 5.13-5, the City of Perris is housing rich, and an increase in employment opportunities would benefit the job/housing balance in the City. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Perris as of May 2024 was 5.7 percent, City of Hemet was 6.3 percent, City of Moreno Valley was 4.6 percent, and the City of Menifee was at 4.6 percent, and the County of Riverside was 4.4 percent (BLS, 2024). Due to the existing and projected ratio of housing to jobs and the levels of unemployment, it is anticipated that new employees at the Project site would reside locally and within commuting distance and would not generate a need for new housing.

Infrastructure. Development of the Project would not require extension or expansion of infrastructure beyond those included in the Project to serve the proposed uses at the site. The Project includes installation of new onsite water, sewer, and stormwater drainage lines that would connect to existing adjacent infrastructure and improvement of roadways as outlined in Section 3.0, *Project Description*. However, the Project does not involve installation of infrastructure in unserved areas or extension of infrastructure into areas that could result in future unplanned growth.

Within the community shopping center, the Project would install onsite sewer lines that would connect to the existing 12-inch sewer in Orange Avenue. The Project would include construction of a new 15-inch diameter sewer line in Perris Boulevard for 8,344 linear feet. Phase 1 development would require the construction of a new 8-inch diameter waterline along Barrett Way and 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive.

Regarding stormwater drainage, Phase 1 development would require the construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

In addition, the Project would vacate Indian Avenue south of Orange Avenue and would improve the right-of-way to its ultimate width along the Phase 2 Planning Area. Along Orange Avenue, the Project would improve the right-of-way to its ultimate width along the north and south side of the roadway along the frontage of business park site and would improve the south side of the right-of-way to its ultimate width along the community shopping site. The Project would improve the right-of-way along Frontage Road to its

ultimate width along the frontage of the business park site. The Project would improve the west side of Perris Boulevard to its ultimate width along the frontage of the community shopping center and commercial big-box retail sites. Barrett Avenue right-of-way would be improved to its ultimate width.

As part of construction of the retail commercial component of the Phase 1 development, the Project would construct Harvest Landing Way to connect Perris Boulevard and Barret Avenue through the commercial retail site, which would have a designation of modified collector. As part of construction of the Phase I MBU site, the Project would construct Private Drive A, which would have a designation of secondary arterial. The Project does not include offsite roadway expansions that go beyond roadways that are adjacent to the Project site.

Overall, the Project would not induce unplanned population growth either directly or indirectly that could cause substantial adverse physical changes in the environment, and potential impacts would be less than significant.

IMPACT POP-2: THE PROJECT WOULD NOT DISPLACE SUBSTANTIAL NUMBERS OF EXISTING PEOPLE OR HOUSING, NECESSITATING THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

Specific Plan Area

Less than Significant Impact. Under existing conditions, the Project site is developed with two single-family residential structures and associated ancillary structures. At the time the Project's Notice of Preparation was distributed, on August 9, 2024, three single-family residential structures existing onsite, but the units were no longer occupied by residents, and therefore, the baseline condition applied for the Project is vacant. Property owners within the development footprint voluntarily sold their property to the Applicant and have already relocated. Implementation of the proposed Project would remove all of the existing structures from the Project site. Therefore, implementation of the Project would not displace a substantial number of existing people or housing and would not necessitate the construction of replacement housing elsewhere. Implementation of the Project would result in a less than-significant impact.

5.13.7 CUMULATIVE IMPACTS

The cumulative population and housing impact assessment considers the development of the Project in conjunction with other development projects in the context of the City of Perris General Plan area. Impacts from cumulative population growth are considered in the context of their consistency with local and regional planning efforts. As discussed, the Project requires a Specific Plan Amendment to allow the development of MBU and Commercial uses at a maximum FAR of 0.75. Phase 1 MBU development would result in an FAR of 0.28, the Community Shopping Center would result in an overall floor area ratio of 0.26, and the Commercial Big Box Retail site would result in an overall floor area ratio of 0.17. As discussed above, full buildout of the Specific Plan Area would contribute toward a more balanced jobs-to-housing ratio, and as such, the available labor pool in the City of Perris would adequately meet the Specific Plan's employment demands without directly resulting in new residents or unplanned population growth.

Also, the Project would result in a generation of approximately 6,427 permanent jobs at full buildout, which is approximately 43 percent of the employment growth projections anticipated by Connect SoCal 2024, to occur between 2019 and 2050. The Project is within the growth projections used to prepare Connect SoCal 2024, thus, potential impacts related to cumulative growth would be less than cumulatively considerable, and less than significant.

5.13.8 EXISTING REGULATIONS

None.

5.13.9 PROJECT DESIGN FEATURES

None.

5.13.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts POP-1 and POP-2 would be less than significant.

5.13.11 MITIGATION MEASURES

None.

5.13.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant and unavoidable adverse impacts related to population and housing would occur.

5.13.13 REFERENCES

- ACS (American Community Survey). (2021). *Industry by Sex for the Full-Time, Year-Round Civilian Employed Population 16 Years and Over*. Retrieved on July 29, 2024, from <https://data.census.gov/table?q=riverside+county&t=Industry&tid=ACST5Y2021.S2404>.
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5.14 Public Services

5.14.1 INTRODUCTION

This section of the Draft EIR addresses potential impacts of the Project on public services, including fire protection, police protection, schools, parks, and other public services. This section addresses whether there would be physical environmental effects from new or expanded public facilities that would be necessary to maintain acceptable service levels as a result of the Project. An increase in staffing associated with public services, or an increase in calls for services, would not, by itself, be considered a physical change in the environment. However, physical changes in the environment resulting from the construction of new facilities or an expansion of existing facilities to accommodate the increased staff or equipment needs resulting from the Project could constitute a significant impact. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- Correspondence with relevant public services, included as EIR Appendix V

5.14.2 REGULATORY SETTING

5.14.2.1 Federal Regulations

There are no federal regulations pertaining to public services that would be applicable to the Project.

5.14.2.2 State Regulations

California Building Code

The California Building Code includes fire safety requirements, including the installation of sprinklers in all commercial and residential buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

California Code of Regulations Title 24, Part 9 (2022 California Fire Code) contains regulations relating to construction and maintenance of buildings, the use of premises, and the management of wildland-urban interface areas, among other issues. The California Fire Code is updated every three years by the California Building Standards Commission and was last updated in 2022 (adopted July 1, 2022).

The Fire Code sets forth regulations regarding building standards, fire protection and notification systems, fire protection devices such as fire extinguishers and smoke alarms, high-rise building standards, and fire suppression training. It contains regulations relating to construction, maintenance, and use of buildings. Topics addressed in the code also include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and the surrounding premises. Development under the Project would be subject to applicable regulations of the California Fire Code.

Mitigation Fee Act (California Government Code Sections 66000 et seq.)

Enacted as Assembly Bill (AB) 1600, the Mitigation Fee Act requires a local agency, such as the City of Perris to establish, increase, or impose an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put. The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development Project on which it is to be levied. This Act became enforceable on January 1, 1989.

California Government Code (Section 65995(b)) and Education Code (Section 17620)

California Senate Bill (SB) 50, which passed in 1998, amended California Government Code Sections 65995.5 through 65998, which contains limitations on Education Code Section 17620. The statute authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments.

According to California Government Code Section 65995(3)(h), the payment of statutory fees is “deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization...on the provision of adequate school facilities.” The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Quimby Act

The Quimby Act (California Government Code, Section 66477) was established by the California legislature in 1965 to develop new or rehabilitate existing neighborhood or community park or recreation facilities. This legislation was enacted in response to the need to provide parks and recreation facilities for California’s growing communities. The Quimby Act gives the legislative body of a city or county the authority, by ordinance, to require the dedication of land or payment of in-lieu fees, or a combination of both, for park and recreational purposes as a condition of approval of a tract map or parcel map.

5.14.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to public services that are applicable to the Project:

Safety Element

- Policy S-5.6** All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.
- Policy S-5.8** Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.
- Policy S-5.9** Ensure that the City maintains adequate facilities and fire service personnel in conformance with the Riverside County Fire Department’s Fire Strategic Plan.
- Policy S-5.10** Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

Policy S-5.11 Ensure fuels reduction and fire risk reduction activities occur along key roadways and evacuation routes throughout the City.

Perris Municipal Code

Title 20; Fire Protection Regulations. The Perris Municipal Code includes the California Fire Code as published by the California Building Standards Commission and the International Code Council. The California Fire Code is Title 24, Part 9, of the California Code of Regulations, and regulates new structures, alterations, additions, changes in use or changes in structures. The Code includes specific information regarding safety provisions, emergency planning, fire-resistant construction, fire protection systems, means of egress and hazardous materials.

Title 19, Chapter 19.68.020 Development Impact Fees. Developments within the City of Perris are required to comply with the provisions of City Ordinance No. 1182 which establishes development impact fees (DIF) to mitigate the cost of public facilities needed to offset the impact of new development. Public facilities include the police, fire, community amenities, government services, parks, transportation, and administration.

5.14.3 ENVIRONMENTAL SETTING

Riverside County Fire Department

The Riverside County Fire Department provides fire prevention, suppression, and paramedic services to the City of Perris, including to the Project site. The Fire Department provides fire suppression, emergency medical services (paramedic and non-paramedic), ambulance services, hazardous materials (HAZMAT) response, arson investigation, technical rescue, winter rescue operations, hazard abatement, and terrorism and weapons of mass destruction. The Fire Department provides for the management of community safety services such as fire prevention, building construction plans and permits, household hazardous waste, and local oversight and collection program for hazardous materials. There are four existing stations within seven miles of the Specific Plan Area. Table 5.14-1 summarizes the equipment and average response times for these stations. As shown, Station 2 is the closest station and located 0.7 mile from the site. According to the Perris Battalion Chief, the threshold to gauge adequate levels of service is a response time below 4 minutes. As shown in Table 5.14-1, existing response times are above 4 minutes.

Table 5.14-1: Perris Fire Station Characteristics - 2024

Fire Station	Location	Distance from Site	Average Response Time (min)	Equipment	Total Number of Calls for Service
Station 1 (101)	210 W San Jacinto Ave, Perris, CA 92570	1.7 roadway miles	5.02	1 Engine 1 Squad	6,663
Station 2 (90)	333 Placentia Avenue, Perris, CA 92570	0.7 roadway mile	5.94	1 Quint 1 Squad	8,946
Station 3 (59)	21510 Pinewood St, Perris, CA 92570	4.7 roadway miles	8.68	1 Engine 1 Patrol	7,563
Station 4 (91)	16110 Lasselle St. Moreno Valley, CA 92553	6.6 roadway miles	5.03	1 Engine 1 Water Tender	7,867

Source: Appendix V

Riverside County Sheriff's Office

The Riverside County Sheriff's Office, under contract with the City of Perris and operating as the Perris Police Department, provides contract law enforcement services to the City of Perris, including the Project site. Twelve sheriff stations are located throughout Riverside County to provide area-level community service (Riverside County Sheriff, n.d.). The Perris Police Station is located approximately 1.8 miles south of the Project site at 137 N Perris Boulevard.

Per correspondence with Lieutenant Wade Lenton from the Perris Police Station, the City has one captain, four lieutenants, seventy-four sworn officers, and thirty-seven non-sworn personnel to provide community policing services. The Riverside County Sheriff's Office and Perris Police Department use a staffing standard of one officer per 1,000 residents (City of Perris, 2005). The current officer-to-citizen ratio is 0.89 sworn officers per 1,000 residents (Wade Lenton, personal communication, August 22, 2023). Table 5.14-2 below summarizes the average response time and total number of calls for service by priority level in 2023.

Table 5.14-2: Perris Sheriff Station Response Times - 2023

	Calls for Service	Average Response Time
Priority 1	331	5.96
Priority 2	4073	11.30
Priority 3	3711	15
Priority 4	1671	19.63

Source: Wade Lenton (Perris Sheriff Station Lieutenant), personal communication, August 22, 2023

Schools

The portion of the Specific Plan Area located north of Citrus Avenue is within the Val Verde Unified School District (VVUSD) boundary (VVUSD, n.d.). The portion of the Specific Plan Area located south of Citrus Avenue is within the Perris Elementary School District (PESD, 2022) and the Perris Union High School District (PUHSD, n.d.).

The Val Verde Unified School District currently operates 24 schools, including: one pre-school, 13 elementary schools, four middle schools, and four high schools. As of the 2024-2025 school year, the Val Verde Unified School District had a total of 19,379 students (VVUSD, 2024). Val Verde Elementary School is located at 2656 Indian Avenue, which consists of the proposed Overlay area of the Phase 2 portion of the Project site.

The Perris Elementary School District operates ten schools, including: two preschools, seven elementary schools, and one charter school. As of the 2023-2024 school year, Perris Elementary School District had a total of 5,538 students (CDE, 2024). The Perris Union High School District operates four schools. As of the 2023-2024 school year, Perris Unified High School District had a total of 11,973 students (CDE, 2024).

Table 5.14-3 shows the schools that serve the Project vicinity and the enrollment over the past nine years.

Table 5.14-3: Enrollment Between 2019-2020 and 2023-2024 of Schools Serving the Project Area

School	2019-20	2020-21	2021-22	2022-23	2023-24
Val Verde Elementary School 2656 Indian Ave, Perris	615	587	573	640	640
Lakeside Middle School 27720 Walnut St, Perris	1,276	1,166	1,030	1,085	1,091
Rancho Verde High School 177750 Laselle St, Moreno Valley	1,972	1,962	1,930	1,944	2,052
Val Verde High School 972 Morgan St, Perris	338	320	294	329	322
Palms Elementary School 255 East Jarvis St, Perris	760	719	705	734	681
Perris High School 175 East Nuevo Rd, Perris	2,175	2,217	2,196	2,243	2,106

Source: California Department of Education, 2024

Parks

The City of Perris Community Services Department operates 25 park facilities within the City. The Perris park system is comprised of 27 parks including four community parks, 15 neighborhood parks, and eight pocket parks. As of 2021, the City of Perris had a total of 189 acres of parkland resulting in a level of service of 2.4 acres of parks for every 1,000 residents (City of Perris, 2021). The closest parks to the Project site and their components are summarized in Table 5.14-4.

Table 5.14-4: City of Perris Parks in Project Vicinity

Park	Location	Acreage	Features
Paragon Park	264 Spectacular Bid St	14.4	-Basketball Court -Fitness Equipment -Frisbee Golf -Playground -Skate Park -Sheltered Picnic Tables
Copper Creek Park	217 Citrus Ave	8.7	-Barbeques -Basketball Court -Picnic Tables
Metz Park	251 Metz Rd	17.8	-Baseball/Softball Field -Soccer Field -Picnic Tables -Snack Bar -Walking Trail

Source: Perris Community Services Master Plan, 2021

Other Government Facilities

Other facilities include the Riverside County Library System, which provides library services to the Project area. The Riverside County Library System operates a system of 35 libraries and two book mobiles as well as an automated network of library resources that can be accessed by County residents via the Internet. As of 2024, the Riverside County Library System's catalog included 1.3 million items. The Project vicinity is

primarily served by the Cesar E. Chavez Library, which is closed until further notice, and the Mead Valley Library, located at 21580 Oakwood Street in Mead Valley (Riverside County Library System, 2024).

In addition, the City of Perris maintains the rights-of-way for all streets within the vicinity of the Specific Plan Area with the exception of I-215 and its associated on-ramps and off-ramps, which are owned and maintained by Caltrans.

5.14.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to result in a substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

- PS-1 Fire protection services;
- PS-2 Police protection services;
- PS-3 Schools;
- PS-4 Parks services; or
- PS-5 Other public facilities.

5.14.5 METHODOLOGY

The evaluation of impacts to public services is based on whether the existing public service can meet the demands of the Project, based on established thresholds, including maintaining acceptable service ratios, staffing levels, adequate equipment, response times, and other performance objectives or if the Project results in the need for new or the expansion of existing government services and facilities, including fire and police stations. In addition, the analysis of construction impacts associated with the development of proposed recreational facilities is considered as part of the overall Project.

5.14.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines

improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT PS-1: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED FIRE SERVICE FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED FIRE SERVICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR FIRE PROTECTION SERVICES:

Specific Plan Area

Less than Significant Impact. Construction and operation of the proposed Project would increase the demand for fire protection and emergency medical services. The threshold is whether the proposed Project would increase the demand for services that would then require the construction or expansion of fire station facilities that would have an adverse physical effect on the environment.

As described in Section 5.13, *Population and Housing*, the proposed Project is estimated to result in approximately 6,427 employees at full buildout. The increased employee population is expected to create the typical range of service calls to Riverside County Fire Department. The City's criterion for adequate levels of service is a four-minute response time, which the surrounding stations do not currently meet due to the existing fire service needs within the southern portion of the City and the lack of a fire station within that portion of the City. As shown in the City of Perris Capital Improvements Program, the City is currently looking to acquire land in the southern portion of Perris to construct a new fire station as well as provide improvements for the existing fire stations 90 and 101 (City of Perris, 2024). Construction of a station within the southern portion of the City and the proposed improvements to the existing facilities is expected to alleviate the existing service deficiencies, and is not proposed in an effort to meet the additional needs of the proposed Project. Future construction and operation of the new fire station has been subject to City policies that are designed to protect environmental resources as well as environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

The Project would be required to adhere to the California Fire Code which would minimize the demand on fire stations, personnel, and equipment. Additionally, site access would be subject to plan check review by the City Building Division and the Riverside County Fire Department to ensure compliance with fire protection standards. The buildings would be equipped with fire extinguishers, wet and dry sprinkler systems, pre-

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

action sprinkler systems, fire alarm systems, fire water pumps, backflow devices, and clean agent waterless fire suppression systems pursuant to the California Fire Code, California Building Code, and other existing regulations regarding fire safety.

In addition, the Project developers would be required to pay development impact fees pursuant to Perris Municipal Code Chapter 19.68.020. Perris Municipal Code Chapter 19.68.020 sets forth policies, regulations, and fees related to the funding and construction of facilities (Community Facilities, Police, Fire, Parks and Recreation, Library, and Streets) necessary to address direct and cumulative environmental effects generated by new development. Development impact fees collected would ensure the level of fire protection services is maintained and response times are improved and can be applied to the purchase of equipment, maintenance of existing facilities, and the construction of new facilities.

Therefore, with required payment of development impact fees and adherence to the California Fire Code, the proposed Project's incremental demand for fire protection services would be less than significant.

IMPACT PS-2: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED POLICE SERVICE FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED POLICE SERVICE FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS, IN ORDER TO MAINTAIN ACCEPTABLE SERVICE RATIOS, RESPONSE TIMES, OR OTHER PERFORMANCE OBJECTIVES FOR POLICE PROTECTION SERVICES.

Specific Plan Area

Less than Significant Impact. Impacts to police protection services would be considered significant if Project implementation would increase the demand for services that would require the construction of new or expansion of existing police facilities. As mentioned above, the proposed Project would result in approximately 6,427 employees at full buildout, generating a typical range of service calls to the Sheriff's Office. The proposed and future MBU buildings could result in an increased demand for police protection services. This demand could be offset through the use of private security guards and security cameras onsite. Additionally, police protection demand would be reduced through the provision of ample onsite security lighting, which would be designed to deter criminal activity during nighttime hours. Further, while visitors to the commercial components of the Project would result in an increased demand for police protection services, this demand would be partially offset through the use of private security within the commercial components. However, the Project does not include the expansion or construction of any police stations.

As previously described, the proposed Project would be required to adhere to Perris Municipal Code Chapter 19.68.020, which sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development, including the need for new or expanded sheriff facilities. Therefore, the proposed Project's incremental demand for sheriff protection services would be less than significant with the required payment of development impact fees.

IMPACT PS-3: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED SCHOOL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Specific Plan Area

Less than Significant Impact. Val Verde Elementary School is currently located within Phase 2 of the Project site. An MBU Overlay is proposed on the school site. However, no Project-specific development is proposed at this time. This Draft EIR analyzes potential impacts related to the full buildout of the Specific Plan pursuant to industrial uses. The timing of the school relocation is not known at this time; therefore, it is speculative to assume that the school would be relocated to another site as the school is under the ownership and control of the Val Verde Unified School District. The school district would be required to analyze future relocation and development, and the new school would be required to have capacity for the anticipated students.

The proposed Project would create new non-residential uses that would not directly provide new housing opportunities and new residents in the area. Therefore, the proposed Project would not result in a substantial number of new residents and students. Under State law, development projects are required to pay school impact fees in accordance with SB 50 at the time of building permit issuance. The funding program established by SB 50 allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs and has been found by the legislature to constitute “full and complete mitigation of the impacts of any legislative or adjudicative act...on the provision of adequate school facilities” (Government Code Section 65995[h]). These fees are collected by school districts at the time of issuance of building permits for commercial, industrial, and residential projects. Pursuant to Government Code Section 65995 applicants pay developer fees to the appropriate school districts at the time building permits are issued; and payment of the adopted fees provide full and complete mitigation of school impacts. As a result, potential impacts related to school facilities would be less than significant with the Government Code required fee payments.

IMPACT PS-4: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF NEW OR PHYSICALLY ALTERED PARK AND RECREATIONAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED PARK FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Specific Plan Area

Less than Significant Impact. The proposed Project would create new non-residential uses that would not directly provide new housing opportunities or new residents in the area. The nearest parks, Copper Creek Park and Paragon Park, are within 2 roadway miles of the Project site. Although new employees may occasionally use local public parks, potential increase in use would be limited and would not result in deterioration of facilities such that the construction or expansion of recreational facilities would be necessary. Further, employee use of nearby parks would be offset through the provision of onsite recreational amenities. The Project would include the development of an employee recreation area within the 12.91-acre water quality management basin in addition to employee amenity areas including basketball and pickleball courts within MBU buildings exceeding 100,000 square feet (Buildings 1, 2, 3, 6, and 7). The proposed Project would also be subject to the development impact fees established by Perris Municipal Code Chapter 19.68. The City’s Community Services Department would receive a portion of the development impact fees to offset the impact of developing new facilities to support parks and recreation services. Therefore, the potential increased demand resulting from the proposed Project for public parks within the City would be considered a less than significant impact.

IMPACT PS-5: THE PROJECT WOULD NOT RESULT IN SUBSTANTIAL ADVERSE PHYSICAL IMPACTS ASSOCIATED WITH THE PROVISION OF OTHER NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, NEED FOR NEW OR PHYSICALLY ALTERED GOVERNMENTAL FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL IMPACTS.

Specific Plan Area

Less than Significant Impact. The proposed Project involves development of non-residential uses and would not provide new housing opportunities. Thus, the proposed Project is not likely to create a significant increase in new residents and the use of other public facilities such as libraries, community centers, post offices, or animal shelters. However, the Project would be subject to the development impact fees established by Perris Municipal Code Chapter 19.68. The City's Community Services Department would receive a portion of the fees to offset the impact of developing new facilities to support community amenities, government services, and library services.

The proposed Project would result in the development of commercial and industrial uses within the Specific Plan Area, which are estimated to result in approximately 545 truck trips per day for operation of Phase 1 and 2,280 truck trips per day for operation of Phase 2, as demonstrated within Section 5.16, *Transportation*. The increase of truck trips within the vicinity of the Specific Plan Area would result in increased wear on roadways within the vicinity. The City of Perris Public Works Department would be responsible for maintaining roadways within the Specific Plan Area, with the exception of Private Drive A, and within the vicinity of the Specific Plan Area. Buildout of the Specific Plan would result in the increased need for roadway repairs and maintenance provided by the City of Perris Public Works Department. However, this maintenance would be offset through the payment of development impact fees established by Perris Municipal Code Chapter 19.68, City Road and Bridge Benefit District fees, and County of Riverside Transportation Uniform Mitigation Fees (TUMF) as adopted by City of Perris Ordinance Number 1352 (City of Perris, n.d.). Therefore, with payment of all applicable fees, potential impacts would be less than significant.

5.14.7 CUMULATIVE IMPACTS

Fire Protection. The cumulative assessment for fire protection services considers the development of the Project in conjunction with projected growth in the area served by the Riverside County Fire Department fire stations serving the Specific Plan Area. The Project, as with any development within the City of Perris, would incrementally increase the demand for fire protection services. Based on responses from the Riverside County Fire Department, there is an existing deficiency in fire protection services as stations serving the City of Perris area already operating at or exceeding capacity (Appendix V). However, as discussed above in Impact PS-1, the City of Perris has acquired land and funding for the construction of a new fire station at the southern portion of the City. Construction of a station within the southern portion of the City is expected to alleviate the existing service deficiencies. Consequently, the Project and other development projects would require payment of development impact fees pursuant to Perris Municipal Code Chapter 19.68.020, which would provide the necessary funding to offset impacts to fire protection services.

Buildout of the City was analyzed under the General Plan EIR, which stated that a new fire station would be required in order to meet acceptable service ratios with an increase in development. The General Plan EIR determined that buildout of the potential fire station would result in less than significant impacts with compliance to existing policies. Whether the City chooses to construct a new fire station in the future is too speculative to be considered as a Project-related impact. Any potential improvements would be subject to City policies, that are designed to protect environmental resources, as well as environmental review under CEQA, separate from this Project. Related projects in the region would be required to demonstrate their

level of impact on public services and also pay their proportionate development fees in order to provide funding for future construction of a new fire station. Therefore, the Project would not result in a cumulative impact related to the provision of public services.

Police Protection. The cumulative assessment for police protection services considers the development of the Project in conjunction with projected growth in the area served by the Perris Sheriff's Station. As discussed in Section 5.13, *Population and Housing*, buildout of the Project would be within the General Plan's growth projects and the Project does not propose the development of new housing. Therefore, the Project would not result in a substantial number of new residents, requiring the construction of a new sheriff station to maintain acceptable service ratios. As discussed above, the Project applicant would pay the required development impact fees pursuant to Perris Municipal Code Chapter 19.68.020. Related projects in the region would be required to demonstrate their level of impact on public services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of public services.

School Facilities. The cumulative assessment for school facilities considers the development of the Project in conjunction with other development projects within areas served by the Val Verde Unified School District, the Perris Elementary School District, and the Perris Union High School District. As discussed above, the Project applicant would pay the required development impact fees and School Impact Fees. Related projects in the region would be required to demonstrate their level of impact on school services and also pay their proportionate development fees. Therefore, the past, present, and future projects would not result in a cumulative impact related to the provision of school services.

Parks/Other Government Facilities. The cumulative assessment for parks and other government facilities considers the development of the Project in conjunction with other development projects in the City of Perris, as listed in Section 5.0 of this EIR. The Project does not propose the development of new housing. Therefore, the Project would not result in a substantial increase in new residents, which would increase the use of existing recreational facilities such that physical deterioration would occur. Further, the Project would include development of onsite employee amenity areas, which would serve to offset potential impacts related to employees utilizing surrounding existing parks. Thus, the Project would not contribute to the need for new or physically altered facilities and would not result in a cumulative impact to parks and miscellaneous government facilities.

Roadways Facilities. The cumulative assessment for roadway facilities considers the development of the Project in conjunction with other development projects in the City of Perris, as listed in Section 5.0 of this EIR. The proposed Project would result in an increase in truck trips within the Project vicinity, which would result in physical deterioration of roadways within the City. However, the Project, along with cumulative projects, would be required to pay development impact fees and TUMF fees to offset the increased physical deterioration caused by trucks utilizing roadway facilities. Therefore, the Project and cumulative projects would not result in a cumulative impact related to roadway facilities.

5.14.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project.

State

- California Fire Code (CFC; California Code of Regulations, Title 24, Part 9)

Local

- Perris Municipal Code Title 20; Fire Protection Regulations
- Perris Municipal Code Title 19, Chapter 19.68.020 Development Impact Fees

5.14.9 PROJECT DESIGN FEATURES

None.

5.14.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts PS-1 through PS-5 would be less than significant.

5.14.11 MITIGATION MEASURES

None.

5.14.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant and unavoidable adverse impacts related to public services would occur.

5.14.13 REFERENCES

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- City of Perris. (2005). *Draft Environmental Impact Report City of Perris General Plan 2030*. Retrieved October 25, 2024 from <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>
- City of Perris. (2021). *Community Services Master Plan*. Retrieved October 25, 2024, from <https://www.cityofperris.org/home/showpublisheddocument/15200/637862376034370000>
- City of Perris. (2024). *Capital Improvement Program*. Retrieved January 20, 2025, from <https://www.cityofperris.org/home/showpublisheddocument/20724/638574538850230000>
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- Perris Elementary School District. (PESD). (2022). *Approved Trustee Areas*. Retrieved October 25, 2024, from <https://www.perrisesd.org/page/trustee-areas>
- Perris Union High School District. (PUHSD). (n.d.) *PUHSD High School Boundaries*. Retrieved October 25, 2024, from <https://www.puhsd.org/parents/find-your-school>
- Riverside County Library System. (2024). *About Us*. Retrieved October 25, 2024, from <https://www.rivlib.net/about/about-us>
- Riverside County Sheriff. (n.d.). *Patrol Stations*. Retrieved January 21, 2024, from <https://www.riversidesheriff.org/168/Patrol-Stations>

Val Verde Unified School District (VVUSD). (2024). *District Infographic*. Retrieved October 25, 2024, from https://drive.google.com/file/d/1gbPRCQH3wy5ZKJL5UFh0Q4FjKWq3sg_C/view

Val Verde Unified School District (VVUSD). (n.d.). *High School Attendance Boundaries*. Retrieved October 26, 2024, from https://drive.google.com/file/d/1hPd-YBUzRZPVx501uZYK9kik33_QNyKt/view

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5.15 Recreation

5.15.1 INTRODUCTION

This section addresses potential environmental effects of the Project related to recreation. In particular, this section analyzes existing recreation facilities and if the Project would: (1) increase the use of existing parks and recreational facilities such that substantial physical deterioration or degradation of the facilities would occur or be accelerated; or (2) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Information within this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code

5.15.2 REGULATORY SETTING

5.15.2.1 Federal Regulations

There are no federal regulations concerning recreation that are applicable to the Project.

5.15.2.2 State Regulations

Mitigation Fee Act

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to establish fees to be imposed upon development projects for the purpose of mitigating the impact that the development projects have upon the city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, the city must follow four primary requirements:

1. Make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee;
2. Segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds;
3. For fees that have been in the possession of the city for five years or more and for which the dollars have not been spent or committed to a project the city must make findings each fiscal year describing the continuing need for the money; and
4. Refund any fees with interest for developer deposits for which the findings noted above cannot be made. Insert text.

5.15.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan 2030 contains the following policies related to recreation that are applicable to the Project:

Open Space Element

Policy I.B Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.

Policy II.A All development will be accessible by a trail system.

City of Perris Parks and Recreation Master Plan

The City of Perris Parks and Recreation Master Plan was adopted in August 2005. The Parks and Recreation Master Plan provides guidance and priorities in order to reach the City's policy of 5 acres per 1,000 residents. It further recommends improvements, enhancements and a diversity of amenities at existing sites. In addition, the Parks and Recreation Master Plan provides a cost and investment strategy for the acquisition of new and maintenance of existing parkland (City of Perris, 2005a).

Perris Municipal Code

Title 19, Chapter 19.68.020 Development Impact Fees. Developments within the City of Perris are required to comply with the provisions of City Ordinance No. 1182, which establishes development impact fees (DIF) to mitigate the cost of public facilities needed to offset the impact of new development. Public facilities include those for police, fire, community amenities, government services, parks, transportation, and administration.

5.15.3 ENVIRONMENTAL SETTING

There are no existing parks within the Specific Plan Area. The closest existing park and recreation facilities to the Specific Plan Area (within 2 miles) in the City of Perris are listed in Table 5.15-1. As shown, the City currently has seven parks that provide 82.09 acres of parkland within 2 miles of the Specific Plan Area. Two parks, Paragon Park and Copper Creek Park, are within a 10-minute walking distance.

Table 5.15-1: Perris Park and Recreation Facilities Within Two Miles of the Specific Plan Area

Park and Address	Amenities	Acreage	Distance from Specific Plan Area	Travel Time from Specific Plan Area¹
Paragon Park 264 Spectacular Road	Basketball Court, Fitness Equipment, Frisbee Golf, Playground, Skate Park, Picnic Tables, Restrooms	14.1	0.5 mile	Driving: 2 minutes Walking: 9 minutes
Copper Creek Park 217 Citrus Avenue	Barbeques, Basketball Court, Picnic Tables, Playground, Restrooms	8.7	0.5 mile	Driving: 3 minutes Walking: 10 minutes
Metz Park 251 Metz Road	Baseball/Softball Field, Restrooms, Soccer Field, Picnic Tables, Walking Trail	17.84	0.75 miles	Driving: 6 minutes Walking: 45 minutes
Foss Field Park 138 North Perris Boulevard	Barbeques, Basketball Court, Playground, Picnic tables, Baseball/Softball Field, Restrooms, Tennis Court, Volleyball Court	4.95	1.05 miles	Driving: 6 minutes Walking: 45 minutes
Skydive Baseball Park 415 Dal Street	Baseball/Softball Field, Picnic Tables, Playground, Restrooms	7.5	1.25	Driving: 6 minutes Walking: 45 minutes
Liberty Park 20160 Evans Road	Barbeques, Picnic Tables, playground, Walking Trail	9	1.75 miles	Driving: 6 minutes Walking: 50 minutes
Linear Park 3560 Evans Road	Fitness Equipment, Walking Trail	20	1.75 miles	Driving: 6 minutes Walking: 55 minutes
Total Acreage of Parkland		82.09		

Source: City of Perris Community Services Website, *Perris City Parks*. Accessed July 2024.

¹Per Google Maps

5.15.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- REC-1 Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- REC-2 Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

5.15.5 METHODOLOGY

The analysis below considers the increase in use of parks and recreation facilities that would be generated by the proposed Project in relation to the ability of existing park and recreation facilities to accommodate the increased use. The analysis considers whether an increase in use would result in the substantial physical deterioration of existing recreational facilities, such as accelerated wear on sports facilities and fields, or in the need for new or expanded facilities.

The analysis uses a parkland-to-population ratio to measure demand for recreational facilities that is based upon the City of Perris General Plan policy to attain 5.0 acres of park and recreation facilities per 1,000 residents. The EIR evaluates the amount of recreational use areas that would be provided by the proposed Project and the extent of increased usage of existing parks and recreational facilities that might result in the

substantial physical deterioration of existing recreational facilities. In addition, the analysis of construction impacts associated with the development of proposed recreational facilities are considered as part of the overall Project.

5.15.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use (MBU) designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT REC-1: THE PROJECT WOULD NOT INCREASE THE USE OF EXISTING NEIGHBORHOOD AND REGIONAL PARKS OR OTHER RECREATIONAL FACILITIES SUCH THAT SUBSTANTIAL PHYSICAL DETERIORATION OF THE FACILITY WOULD OCCUR OR BE ACCELERATED.

Specific Plan Area

Less than Significant Impact. As described in Section 5.13, *Population and Housing*, the proposed Project is conservatively anticipated to result in 6,427 employment opportunities with 2,535 employees generated in

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Phase 1, and 3,892 employees generated from the maximum buildout of Phase 2 inclusive of the Overlay area. As discussed in Section 5.13, *Population and Housing*, the employees that would fill these roles are anticipated to come from the region, as the unemployment rate for the City of Perris as of May 2024 was 5.7 percent, for the City of Hemet was 6.3 percent, for the City of Moreno Valley was 4.6 percent, and for the City of Menifee was 4.6 percent, and the County of Riverside was 4.4 percent (BLS, 2024). Due to the existing and projected ratio of housing to jobs and the levels of unemployment, it is anticipated that new employees at the Project site would reside locally and within commuting distance and would not generate a need for new housing. Thus, development of the proposed Project is not expected to result in an increase in residents that would necessitate the need for the expansion of public park facilities.

Based on the City's Parks and Recreation Master Plan policy to attain 5 acres of parkland per every 1,000 residents, and conservatively assuming that all employees for the Project site would result in new residents within the City, the proposed Project would result in a demand for approximately 32.14 acres of parkland, to support these additional employees (City of Perris, 2005b). Also, as listed in Table 5.15-1, there are currently 82.09-acres of Perris parkland within 2 miles of the Specific Plan Area, including the 14.1-acre Paragon Park, which is less than a 10-minute walking distance from the Specific Plan Area. These existing City of Perris parks provide a variety of facilities that include sports fields, exercise equipment, picnic areas, and playgrounds.

The proposed Project would meet a portion of this increased need through the construction of a 12.91-acre water quality management basin. The basin would be designed with walking paths, four areas for exercise equipment, and an open space lounging/table area for use by the Specific Plan employees. In addition, Building 1 would feature a half-court basketball court within the northern portion of the building footprint and two pickleball courts located in the northeast corner of the Building 1 parking lot. Building 2 would feature a half-court basketball court within the southeast corner of the building footprint and a pickleball court located in the northeast corner of the Building 2 parking lot. Building 3 would feature a half-court basketball court within the southwest corner of the building footprint and a pickleball court located in the northeast corner the Building 3 parking lot between the building and Private Drive A. Building 6 would feature a full-court basketball court within the southwest corner of the building footprint and a pickleball court located near the southeast corner of the Building 6 parking lot. Building 7 would feature a half-court basketball court within the northwest corner of the building footprint and a pickleball court located on the western border of the building adjacent to Frontage Road.

The City of Perris General Plan anticipates that new developments in the City would require the development of additional park facilities. The Open Space Element of the General Plan provides areas that have been identified as future parks to serve the growing need in the City, none of the sites proposed within the General Plan for expanded park facilities are located within the Specific Plan Area. Thus, the proposed Project would be subject to the Development Impact Fees (DIF) established by City of Perris Municipal Code Chapter 19.68. The City's Community Services Department would receive a portion of the DIF to offset the impact of developing new facilities to support parks and recreation services (City of Perris, 2022).

With the incorporation of the 12.91-acre walking trail and fitness area, individual employee amenity areas, and payment of DIF, the proposed Project would have a less-than-significant impact on the physical deterioration of existing recreational facilities.

IMPACT REC-2: THE PROJECT WOULD NOT INCLUDE RECREATIONAL FACILITIES OR REQUIRE THE CONSTRUCTION OR EXPANSION OF RECREATIONAL FACILITIES WHICH MIGHT HAVE AN ADVERSE PHYSICAL EFFECT ON THE ENVIRONMENT.

Specific Plan Area

Less than Significant Impact. As discussed above and in Section 5.13, *Population and Housing*, development of the proposed Project is not expected to result in an increase in residents that would necessitate the need for the expansion of park facilities. In addition, the proposed Project would include the construction of a 12.91-acre water quality management basin that would be designed with walking paths for use by the Specific Plan employees. The construction activities related to the proposed recreational facilities are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, emissions due to the construction of the 12.91-acre water quality management basin and walking paths are included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*. In addition to the 12.91-acre water quality management basin and recreational area and employee amenity facilities near Buildings 1, 2, 3, 6, and 7, the proposed Project would contribute DIF pursuant to City of Perris Municipal Code Section 19.68 that would be used towards the future expansion or maintenance of parks and recreational facilities. Therefore, no physical impacts associated with development of recreational facilities would result beyond those identified in this EIR for the Project. This potential impact would be less than significant.

5.15.7 CUMULATIVE IMPACTS

The cumulative assessment for parks and recreation considers the development of the Project in conjunction with other development projects in the City of Perris, as listed in Section 5.0 of this EIR. The Project would construct the 12.91-acre water quality management basin and recreational area and employee amenity facilities near Buildings 1, 2, 3, 6, and 7. As explained above, due to the incorporation of recreational facilities and the payment of DIF, the Project would not increase the use of existing recreational facilities within the vicinity such that physical deterioration would occur. Thus, the Project would not contribute to the need for new or physically altered offsite facilities and would not result in a cumulative impact related to parks and recreation.

5.15.8 EXISTING REGULATIONS

Perris Municipal Code Title 19, Chapter 19.68.020, Development Impact Fees

5.15.9 PROJECT DESIGN FEATURES

None.

5.15.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Impacts REC-1 and REC-2 would be less than significant.

5.15.11 MITIGATION MEASURES

None.

5.15.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant and unavoidable adverse impacts related to recreation would occur.

5.15.13 REFERENCES

- BLS (U.S. Bureau of Labor Statistics). (2024). *BLS Data Viewer*. Retrieved July 29, 2024, from <https://beta.bls.gov/dataQuery/search>
- City of Perris. (2005a). *Parks and Recreation Master Plan*. Retrieved July 30, 2024, from <https://www.cityofperris.org/home/showpublisheddocument/443/637203139678100000>.
- City of Perris. (2005b). *General Plan 2030*. Retrieved July 29, 2024, from <https://www.cityofperris.org/departments/development-services/general-plan>
- City of Perris. (2022). *Development Impact Fees*. Retrieved July 30, 2024, from <https://www.cityofperris.org/home/showpublisheddocument/15298/638236295526670000>
- City of Perris. (July 2024). *Perris Municipal Code for the City of Perris, California*. Retrieved July 30, 2024, from https://library.municode.com/ca/perris/codes/code_of_ordinances
- City of Perris. (n.d.). *Perris City Parks*. Retrieved July 30, 2024, from <https://www.cityofperris.org/our-city/community-info/perris-city-parks>

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5.16 Transportation

5.16.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Project. The following discussion addresses the existing transportation conditions in the vicinity of the Specific Plan, identifies applicable regulations, evaluates the Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Project. The analysis in this section is based on the following resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- Perris Municipal Code
- *Harvest Landing Retail Center & Business Park Project Traffic Impact Analysis Report*, prepared by EPD Solutions, Inc., February 2025 (TIA), included as EIR Appendix R
- *Harvest Landing Retail Center & Business Park Project VMT Analysis*, prepared by EPD Solutions, Inc., February 2025, included as EIR Appendix S
- *Harvest Landing Retail Center & Business Park Project Caltrans Queuing and Safety Analysis*, prepared by EPD Solutions, Inc., December 2024, included as EIR Appendix T

5.16.2 REGULATORY SETTING

5.16.2.1 State Regulations

Senate Bill 743 (Steinberg, 2013)

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (Assembly Bill 32).

SB 743 required the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to Level of Service (LOS) as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires the alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

5.16.2.2 Local and Regional Regulations

Connect SoCal 2024

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange,

and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is Connect SoCal 2024, the 2024-2040 Regional Transportation Plan/Sustainable Communities Strategy, which was adopted in April 2024. Connect SoCal 2024 integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to transportation infrastructure, SCAG anticipates, in Connect SoCal 2024, that the six-county region will have to accommodate 20.9 million residents by 2045 while also meeting the GHG emissions reduction targets set by the California Air Resources Board. SCAG is empowered by state law to assess regional housing needs and provide a specific allocation of housing needs for all economic segments of the community for each of the region's counties and cities. In addition, SCAG has taken on the role of planning for regional growth management.

Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program

The TUMF program applies to the western portion of Riverside County. The fees are collected by the County of Riverside and administered by Western Riverside Council of Governments (WRCOG) to make roadway improvements in the WRCOG area. TUMF funds are intended for use solely for the engineering, construction, and right-of-way acquisition for regional facilities. TUMF funds may not be used to defray operational and maintenance expenses. Facilities eligible for TUMF are designated by WRCOG and updated periodically. They include highway and roadway improvements as defined in the ordinance.

City of Perris General Plan 2030

Circulation Element

The City of Perris General Plan Circulation Element contains the following policies and implementation measures related to transportation that are applicable to the Project:

Policy 1.B	Support development of a variety of transportation options for major employment and activity centers including direct access to commuter facilities, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities.
Implementation Measure 1.B.1	Require on-site improvements that accommodate public transit vehicles (i.e. bus pullouts and transit stops and cueing lanes, bus turnarounds and other improvements) at major trip attractions (i.e. community centers, tourist and employment centers, etc.).
Policy I.D	Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation.
Policy III.A	Implement a transportation system that accommodates and is integrated with new and existing development and is consistent with financing capabilities.
Implementation Measure III.A.1	Distribute the costs of transportation system improvements for new development equitably among beneficiaries through the City's Traffic Impact Fee Program.
Implementation Measure III.A.2	Use redevelopment agreements, revenue sharing agreements, tax allocation agreements and the CEQA process as tools to ensure that new development pays a fair share of costs to provide local and

regional transportation improvements and to mitigate cumulative traffic impacts.

Implementation Measure III.A.4	Require developers to be primarily responsible for the improvement of streets and highways to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.
Policy IV.A	Provide non-motorized alternatives for commuter travel as well as recreational opportunities that maximize safety and minimize potential conflicts with pedestrians and motor vehicles.
Implementation Measure IV.A.3	Comply with Americans with Disabilities Act requirements for pedestrian movement along sidewalks, paths, trails and pedestrian crossings within City rights-of-way.
Policy V.A	Provide for safe movement of goods along the street and highway system.
Implementation Measure V.A.4	Limit truck traffic in residential and commercial areas to designated truck routes; limit construction, delivery, and truck through-traffic to designated routes; and distribute maps of approved truck routes to City traffic officers.
Implementation Measure V.A.7	Require streets abutting properties in Light Industrial and General Industrial zones to conform to standard specifications for industrial collector streets to accommodate the movement of heavy trucks.
Implementation Measure V.A.8	Provide adequate off-street loading areas for all commercial and manufacturing land uses.
Policy VIII.A	Encourage the use of Transportation Demand Management (TDM)/ Transportation Control Measure (TCM) strategies and programs that provide attractive, competitive alternatives to the single-occupant vehicle.

Conservation Element

The City of Perris General Plan Conservation Element contains the following policy related to transportation that is applicable to the Project:

Policy IX.A	Encourage land uses and new development that support alternatives to the single occupant vehicle.
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Open Space Element

The City of Perris General Plan Open Space Element contains the following policy related to transportation that is applicable to the Project:

Policy II.A	All development will be accessible by a trail system.
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Environmental Justice Element

The City of Perris General Plan Environmental Justice Element contains the following policy related to transportation that is applicable to the Project:

Policy Require developers to provide pedestrian and bike friendly infrastructure in alignment with the vision set in the City's Active Transportation plan or active transportation in-lieu fee to fund active mobility projects.

Perris Municipal Code

Title 19, Chapter 19.68.020 Development Impact Fees. Developments within the City of Perris are required to comply with the provisions of City Ordinance No. 1182 which establishes development impact fees (DIF) to mitigate the cost of public facilities needed to offset the impact of new development. Public facilities include the police, fire, community amenities, government services, parks, transportation, and administration.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September 2022. The Good Neighbor Guidelines contain the following policies related to transportation that are applicable to future industrial developments within Phase 2 of the Specific Plan:

Goal 1 Protect the neighborhood characteristics of the urban, rural, and suburban communities.

Policy 1.3 When possible, locate driveways, loading docks, and internal circulation routes away from sensitive receptors.

Policy 1.7 It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any vacant lot or unimproved nonresidential property in the city.

Policy 1.9 It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street or road which is adjacent to a parcel upon which there exists a public facility.

Policy 1.10 It is unlawful to park or leave standing any commercial vehicle weighing 10,000 pounds or more on any highway, street, road, alley, or private property within any residential district in the City, in accordance with the Perris Municipal Code.

Policy 1.11 It is unlawful to park or leave standing any vehicle on any highway, street, road, or alley within the city for the purpose of servicing or repairing such vehicle except when necessitated by an emergency.

Policy 1.12 Warehouse/ distribution facilities shall be designed to provide adequate on-site parking for commercial trucks and passenger vehicles and on site queuing for trucks away from sensitive receptors. Commercial trucks shall not be parked in the public right of way or nearby residential areas, in accordance with the Perris Municipal Code and Specific Plans.

Policy 1.14 Provide signage or flyers identifying where the closest restaurant, lodging, fueling stations, truck repair facilities, and entertainment can be found.

- Policy 1.15** Facility operators shall post signs in prominent locations indicating that off-site parking for any employee, truck, or other operation related vehicle is strictly prohibited.
- Policy 1.16** Signs shall be installed at all truck exit driveways directing truck drivers to the truck route as indicated in the City approved Truck Routing Plan and State Highway System to minimize potential impacts on sensitive receptors.
- Policy 1.18** Signs should be posted in the appropriate locations indicating that parking and maintenance of all trucks shall be conducted within designated areas and not within the surrounding community or on public streets.
- Policy 1.19** Signs and drive aisle pavement markings shall clearly identify the onsite circulation pattern to minimize unnecessary on-site vehicular travel.
- Goal 3** **Eliminate diesel trucks from unnecessary traversing through residential neighborhoods.**
- Policy 1.1** The facility operator shall abide by the truck routing plans, consistent with the City of Perris Truck Route Plan.
- Policy 1.2** Adequate turning movements at entrance and exit driveways shall be provided, subject to City approval.
- Policy 1.3** Truck traffic shall be routed to impact the least number of sensitive receptors.
- Policy 1.4** To the extent possible, establish separate entry and exit points within a warehouse/distribution facility for trucks and vehicles to minimize vehicle/truck conflicts.
- Policy 1.5** Check in gates and/or guard booths are required to be positioned with a minimum of 150 feet inside the property line for on-site truck queuing. An additional 75 feet of on-site queuing shall be added for every 20 loading docks beyond 40 up to 300 feet. Multiple lanes (minimum lane width 12 feet) are permitted to achieve the required queuing. The general queuing and spillover of trucks onto the surrounding public streets are prohibited. Commercial trucks and/or trailers shall not be parked on the public right of way or adjacent to sensitive receptors.
- Policy 1.6** Establish overnight parking within the warehouse/distribution center where not visible from the public right-of-way.
- Goal 5** **Establish an education program to inform truckers of health effects of diesel particulate and conduct community outreach to address residents' concerns.**
- Policy 5.2** Facility operators shall train their managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks.
- Policy 5.3** Facility operators shall require their drivers to park and perform any maintenance of trucks in designated on site areas and not within the surrounding community or on public streets.
- Policy 5.4** Facility operators for sites that exceed 250 employees shall establish a rideshare program, in accordance with SAQMD Rule 2202, with the intent of discouraging single-occupancy vehicle trips and promote alternate modes of transportation, such as carpooling and transit where feasible.
- Policy 5.10** Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street

paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.

Policy 6.8 Prepare a construction traffic control plan prior to grading, detailing the locations of equipment staging areas material stockpiles, proposed road closures, and hours of construction operations to minimize impacts to sensitive receptors.

Policy 7.5 Require Transportation Demand Management Measures for industrial uses with over 100 employees to reduce work related vehicle trips.

5.16.3 ENVIRONMENTAL SETTING

5.16.3.1 Traffic Study Area

Table 5.16-1: Existing Roadway Characteristics within Project Area

Roadway	Classification ¹	Direction	Existing Travel Lanes	Speed Limit (mph)	On-Street Parking	Sidewalk	Bike Lane
Iris Ave	Major Arterial	East-West	4	40	No	North Side	Yes
Krameria Ave	Minor Arterial	East-West	2	40	No	Yes	Yes
Indian St	Secondary Arterial	North-South	4	40	No	Yes	No
Perris Blvd	Major Arterial	North-South	6	45	No	East Side	Yes
Kitching St	Major Arterial	North-South	4	35	No	Yes	Both Sides
Evans Rd	Major Arterial	North-South	6	45	No	Yes	Both Sides
Knox Blvd	-	East-West	6	45	No	Yes	Both Sides
Markham St	Secondary Arterial	East-West	4	35	No	Yes	No
Redlands Ave	Secondary Arterial	North-South	4	40-50	No	Yes	No
Ramona Expy	Expressway	East-West	6	55	No	North Side	Yes
Morgan St	Secondary Arterial	East-West	4	25	No	North Side	Yes
Barrett Ave	-	North-South	2	No sign	No	East Side	No
Rider St	Secondary Arterial	East-West	4	45	No	Yes	Yes
Placentia Ave	Major Arterial	East-West	6	40	No	Yes	Yes
Orange Ave	Secondary Arterial	East-West	4	25	No	North Side	No
Citrus Ave	Collector	East-West	2	30	No	Yes	No
Nuevo Rd	Major Arterial	East-West	6	25	No	Yes	No
Mildred St	-	East-West	2	25	No	Yes	No
Murrieta Rd	Collector	North-South	2	35	East Side	No	No
San Jacinto Ave	Major Arterial	East-West	6	45	No	Yes	No
4th St	Major Arterial	East-West	6	35	No	Yes	No
Harvill Ave	Major Arterial	North-South	6	50	No	No	No
I-215 Frontage Rd	Collector	North-South	2	45	No	No	No
I-215	Freeway	North-South	6	65	No	No	No

Source: EPD Solutions, 2025a (EIR Appendix R)

¹City of Perris General Plan Circulation Element (2020); City of Moreno Valley General Plan Circulation Element (2006)

The Project traffic study area includes roadways bordering the Project site: Interstate 215(I-215) to the west, Perris Boulevard to the east, Nuevo Road to the south, and Placentia Avenue to the north. Roadways within

the Project site include Orange Avenue, Citrus Avenue, Barrett Avenue, and Indian Street. Roadways within the Project vicinity include Iris Avenue, Krameria Avenue, Knox Boulevard, Markham Street, Ramona Expressway, Morgan Street, and Rider Street to the north and Mildred Street, San Jacinto Avenue, and 4th Street to the south. Roadways in the Project vicinity include Harvill Avenue to the west and Redlands Avenue, Kitching Street, Evans Road, Murrieta Road to the east. Table 5.16-1, *Existing Roadway Characteristics within Project Study Area*, shows the roadway characteristics that are observed within the study area.

Existing Intersections

The Project traffic study area consists of signalized, all-way stop controlled, and two-way stop controlled intersections. The existing intersections in the Project site vicinity include:

- Perris Boulevard/Iris Avenue, a signalized intersection;
- Perris Boulevard/Krameria Avenue, a signalized intersection;
- Perris Boulevard/Harley Knox Boulevard, a signalized intersection;
- Perris Boulevard/W Markham Street, a signalized intersection;
- Perris Boulevard/Ramona Expressway, a signalized intersection;
- Perris Boulevard/Morgan Street, a signalized intersection;
- Evans Road/E Rider Street, a signalized intersection;
- Redlands Avenue/E Rider Street, a one-way stop controlled intersection;
- Perris Blvd/E Rider Street, a signalized intersection;
- Redlands Avenue/Placentia Avenue, an all-way stop controlled intersection;
- Perris Boulevard/Placentia Avenue, a signalized intersection;
- Barrett Avenue/W Placentia Avenue, an all-way stop controlled intersection;
- Indian Avenue/W Placentia Avenue, a signalized intersection;
- I-215 Frontage Road/W Placentia Avenue, a signalized intersection;
- I-215 NB Ramps/Placentia Avenue, a signalized intersection;
- I-215 SB Ramps/Placentia Avenue, a signalized intersection;
- Redlands Avenue/Orange Avenue, a signalized intersection;
- Perris Boulevard/Orange Avenue, a signalized intersection;
- Barrett Avenue/Orange Avenue, a one-way stop controlled intersection;
- Indian Avenue/Orange Avenue, an all-way stop controlled intersection;
- I-215 Frontage Road/Orange Avenue, a one-way stop controlled intersection;
- Redlands Avenue/Citrus Avenue, an all-way stop controlled intersection;
- Perris Boulevard/Citrus Avenue, a signalized intersection;
- Murrieta Road/E Nuevo Road, a signalized intersection;
- Redlands Avenue/E Nuevo Road, a signalized intersection;
- Perris Boulevard/W Nuevo Road, a signalized intersection;
- I-215 Frontage Road/W Nuevo Road, a one-way stop controlled intersection;
- I-215 NB Ramps/W Nuevo Road, a signalized intersection;
- I-215 SB Ramps/W Nuevo Road, a signalized intersection;
- Redlands Avenue/Midred Street, an all-way stop controlled intersection;
- Perris Boulevard/Mildred Street, a signalized intersection;
- Perris Boulevard/E San Jacinto Avenue, a signalized intersection;
- Indian Avenue/Ramona Expressway, a signalized intersection;
- Indian Avenue/Morgan Street, a signalized intersection;

- Indian Avenue/Rider Street, a signalized intersection;
- Perris Boulevard/4th Street, a signalized intersection; and
- Indian Avenue/I-215 Frontage Road, a one-way stop controlled intersection.

Existing Site Access

Regional access to the proposed Project site is provided by I-215, south of the Project through W Nuevo Road and North of the Project at Placentia Avenue. Local access to the site is via I-215 Frontage Road, Placentia Avenue, Orange Avenue, Barrett Avenue Perris Boulevard and Nuevo Road.

Existing Truck Routes

The City of Perris General Plan Circulation Element designates truck routes. The designated truck routes are intended to indicate arterial streets, which may be used by trucks, tractors, trailers, and other vehicles exceeding a maximum gross weight limit of five tons. The City of Perris General Plan-designated truck route map is shown on Figure 5.16-2, *Perris Truck Routes*. As shown, I-215 interchanges, Knox Boulevard, Indian Avenue, Redlands Avenue, Morgan Street, portions of Rider Street, San Jacinto Avenue, and Placentia Avenue are identified as designated truck routes.

Existing Transit Service

The Project site is currently served by the Riverside Transit Agency (RTA) with bus services along Perris Boulevard, Morgan Street, Ramona Expressway, Nuevo Road, and I-215 Freeway. Route 19 runs along Indian Avenue, Morgan Street, Ramona Expressway, Perris Boulevard and stops at Perris Station Transit Center, Perris Boulevard and Nuevo Road, and Perris Boulevard and Ramona Expressway. Route 27 runs along I-215, Nuevo Road, Perris Boulevard, and San Jacinto Avenue and stops at Trautwein Road and Van Buren Boulevard, Perris Boulevard and Nuevo Road, and Perris Station Transit Center. Route 30 runs along Morgan Street, Orange Avenue, Nuevo Road, Redlands Avenue, Perris Boulevard and stops at Perris Station Transit Center, 4th Street and Perris Boulevard, Perris Boulevard and Nuevo Road. Route 41 runs along Morgan Street, Indian Avenue, Evans Road, Perris Boulevard, and Ramona Expressway and stops at Mead Valley Community Center, Morgan Street and Indian Avenue, Perris Boulevard and Ramona Expressway, and Evans Road and Rider Street.

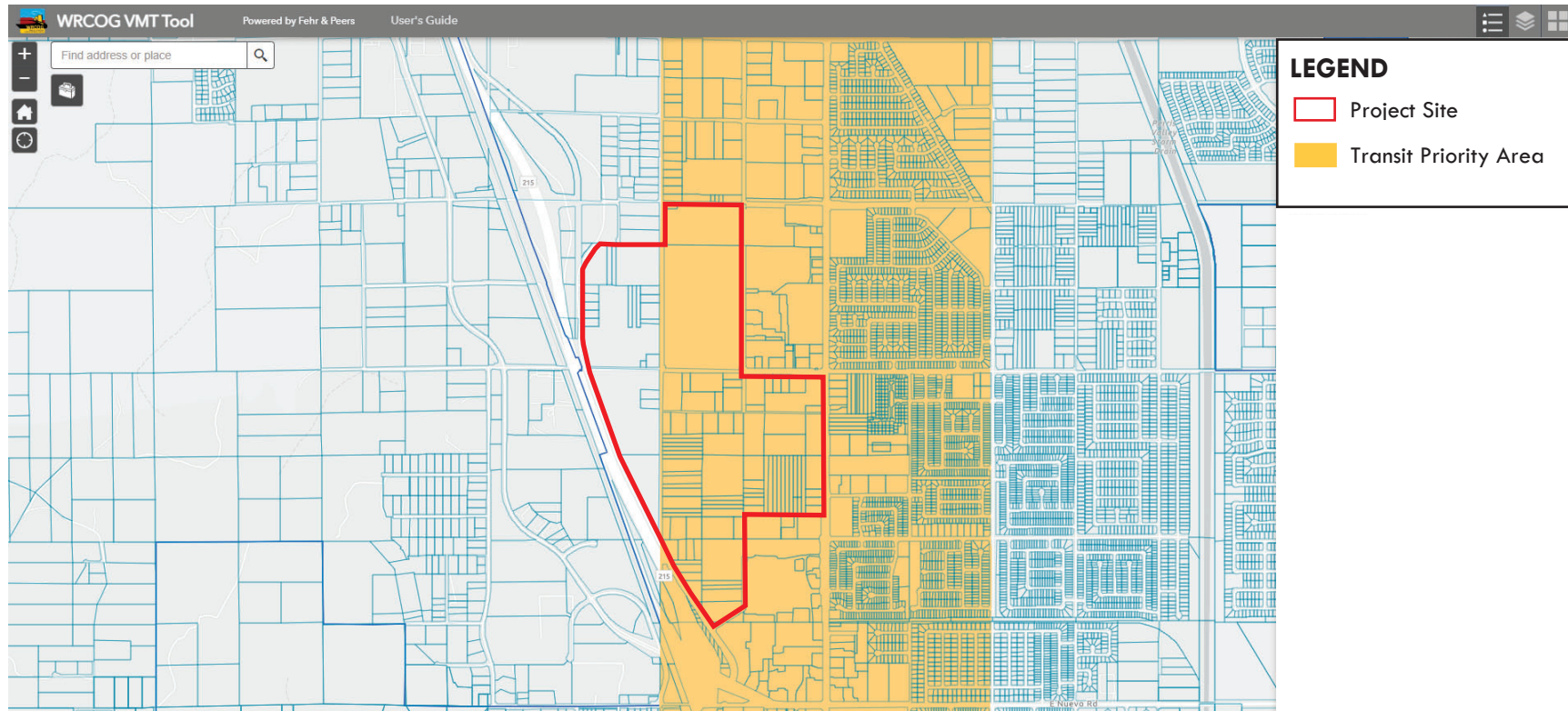
Existing Bicycle and Pedestrian Facilities

The City of Perris General Plan Circulation Element identifies the existing and recommended bikeway systems for the City. Within the vicinity of the Specific Plan, Placentia Avenue contains a Class II bicycle lane. Within the Project vicinity, a Bicycle Lane (Class II) is recommended for Placentia Avenue, Indian Avenue, Frontage Road, and Citrus Avenue and a Buffered Bike Lane (Class IIB) is recommended for Perris Boulevard, Orange Avenue, and Nuevo Road. The City's bikeway system is as shown below in Figure 5.16-3. Sidewalks that currently exist along roadways in the vicinity of the Project site are presented in Table 5.16-1.

5.16.3.2 Vehicle Miles Traveled

The Project site contains two single-family residences, Val Verde Elementary School, and vacant land. The existing residential and school uses currently generate trips that result in VMT to and from the site. As shown in Figure 5.16-1, the area east of Indian Avenue is within a Transit Priority Area according to the WRCOG VMT Tool. The Project site is located in traffic analysis zones (TAZ) 1797, 1798, and 1870. TAZ 1797's VMT per Worker is 17, TAZ 1798's VMT per Worker is 16.8, and TAZ 1870's VMT per Worker is 16.6.

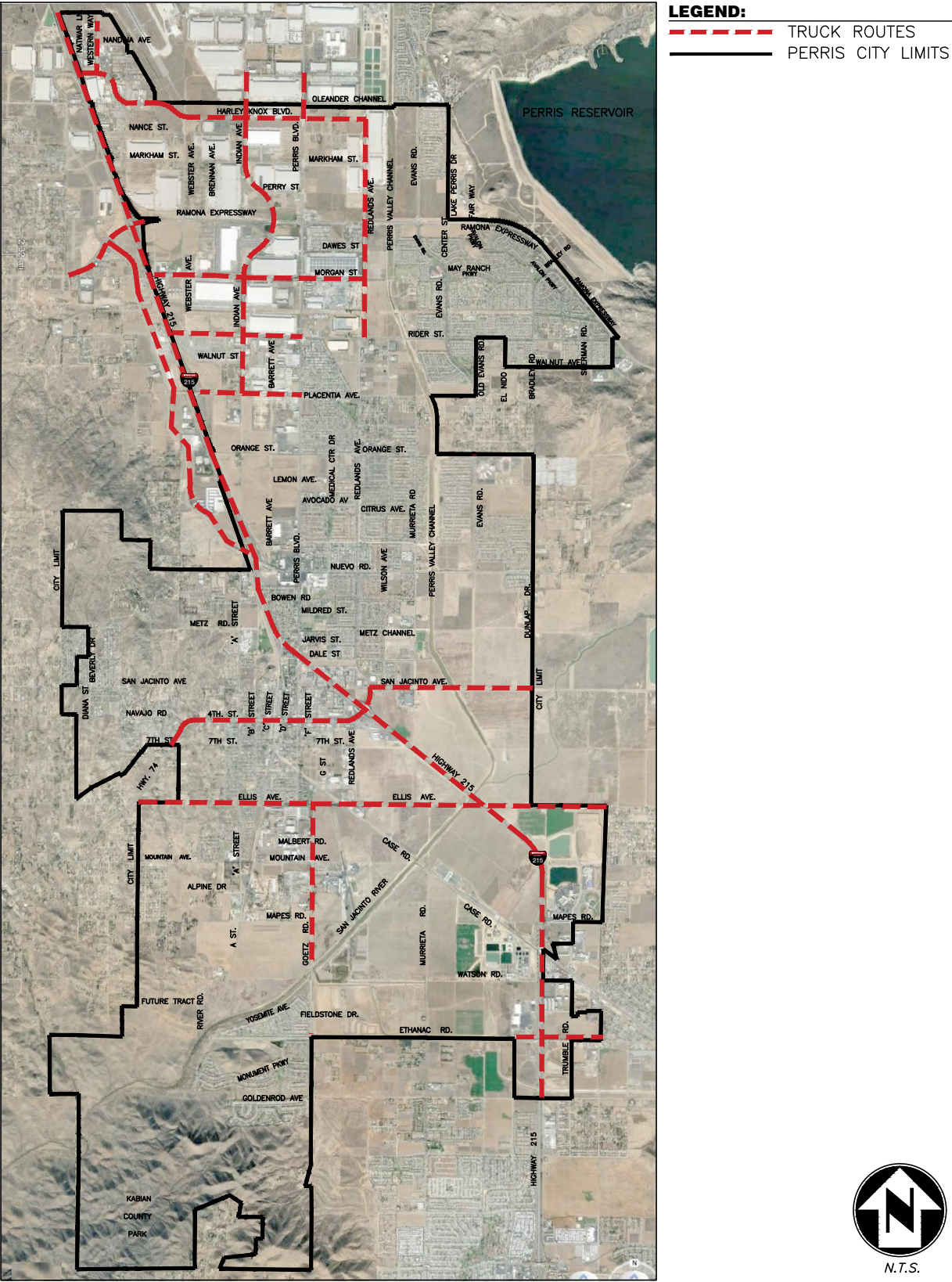
Transit Priority Areas



Western Riverside Council of Governments. (n.d.). WRCOG VMT Tool. Retrieved January 2025, from <https://fehrandpeers.maps.arcgis.com/apps/webappviewer/index.html?id=4e34ad3196464c8086c881189237b25c>

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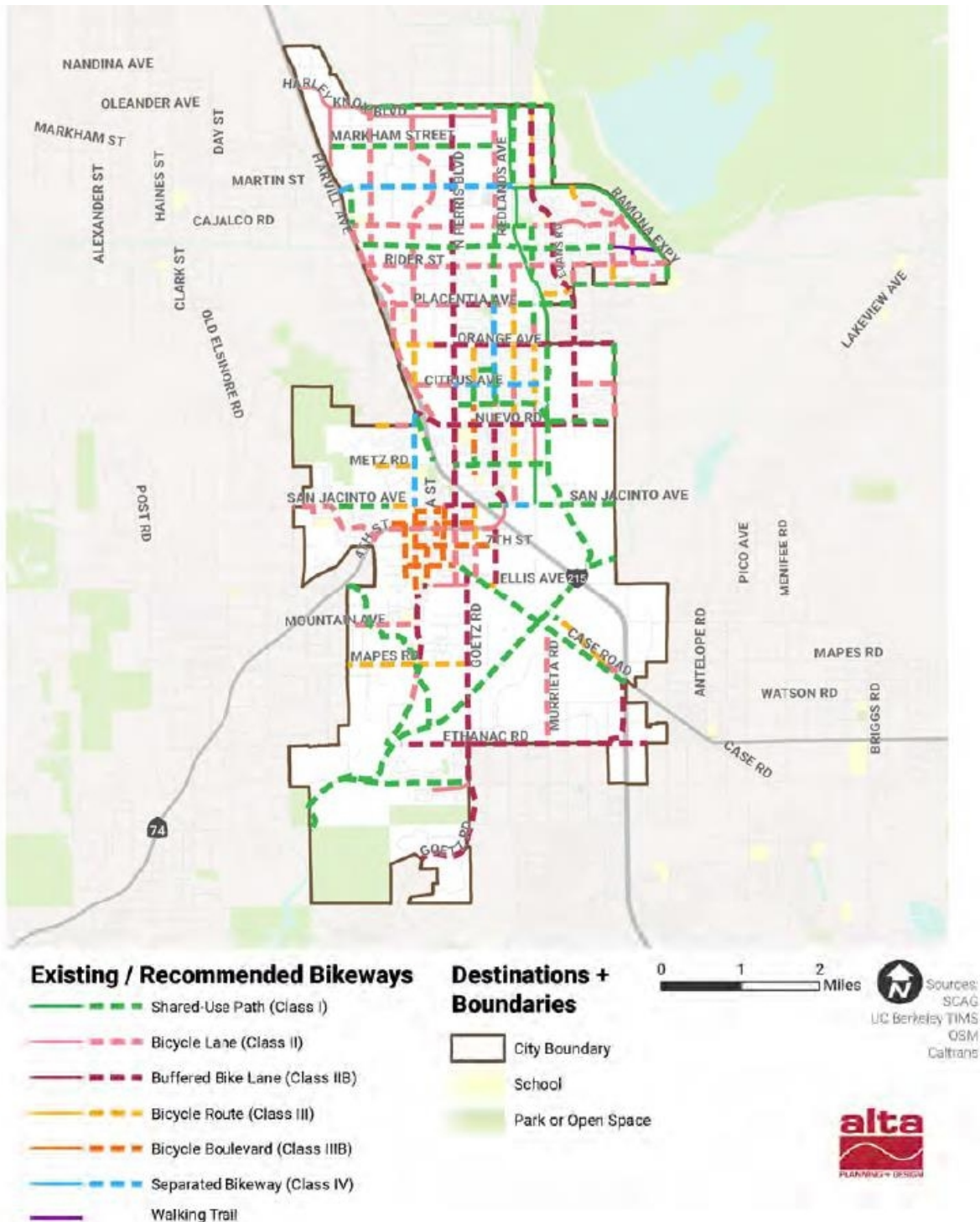
Perris Truck Routes



Source: City of Perris. (2022). <https://www.cityofperris.org/home/showpublisheddocument/15001/638652011592900000>

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Perris Bike Lane System



Source: City of Perris. (2025). Exhibit CE-14: Bikeway Systems. [Map]. Perris General Plan Circulation Element. Retrieved January 2025, from <https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000>

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5.16.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- TRA-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
- TRA-2 Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b).
- TRA-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- TRA-4 Result in inadequate emergency access.

Vehicle Miles Traveled Significance Criteria

CEQA Guidelines Section 15064.3(b)(1) provides that for land use projects:

VMT traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within 0.5 mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

The City of Perris's *Transportation Impact Analysis Guidelines for CEQA* were adopted in May 2020 and contain the following screening thresholds to assess whether further VMT analysis is required. If a project meets any of the following screening thresholds, then the VMT impact of the project is considered less than significant and further VMT analysis is not required.

1. 100% Affordable Housing: The project consists of 100% affordable housing.
2. Within 0.5-Mile of Qualifying Transit: The project is located within 0.5-mile of a major transit stop (with a frequency of service interval of 15 minutes or less during peak commute periods) or a high-quality transit corridor. This screening does not apply if the project includes more parking than required by the City of Perris; is inconsistent with SCAG's Sustainable Communities Strategy; or replaces affordable residential units with a smaller number of moderate or high-income residential units.
3. Local Serving Land Use: The City of Perris includes a list of local-serving land uses, which improve destination proximity and lead to shorter trip lengths.
4. Low VMT Area: The project is located in a Traffic Analysis Zone (TAZ) with VMT per capita or VMT per employee that is less than or equal to the Citywide average and is, therefore, considered to be located in a low VMT area.
5. Less than 500 Average Daily Trips: Projects that generate less than 500 average daily trips (ADT) would not cause a substantial increase in the total citywide or regional VMT and are therefore presumed to have a less than significant impact on VMT.

As stated in the City's VMT Guidelines, certain projects may require additional VMT modeling to determine impacts. The following conditions may require a project to perform project-specific VMT modeling using the Riverside County Transportation Model in order to determine if it would have a significant VMT impact:

- Project requires a zone change and/or General Plan amendment and generates 2,500 or more net daily trips, or
- Project is located in a TAZ without VMT data for screening, or
- Project is not able to effectively mitigate impacts using the VMT Scoping Form.

For a non-residential project eligible for assessing VMT impacts through the VMT Scoping Form, a significant VMT impact occurs if the project's home-based work VMT per employee exceeds the Citywide average VMT per employee. In the City of Perris, the Citywide average VMT per service population is 32.2 (EIR Appendix S).

Caltrans Safety & Queuing Significance Criteria

Appendix A of the *Caltrans Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance* lists the significance thresholds for conducting a freeway queuing analysis. Satisfying the following criteria would result in a significant impact to vehicle safety:

- The existing queue is within the pocket length or ramp length;
- The proposed project trips add two or more car lengths to the queue, causing the queue to spill into the thoroughfare of a Caltrans roadway; and
- The speed differential of the freeway thru traffic is over 30 mph.

An impact that does not meet all three criteria is considered less than significant and no mitigation shall be required (Caltrans, 2020).

5.16.5 METHODOLOGY

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Therefore, this Draft EIR does not include an analysis of LOS.

Trip Generation

Vehicle trips for the proposed development were calculated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition and the Transportation Uniform Mitigation Fee (TUMF) High-Cube Warehouse Trip Generation Study by Fehr & Peers.

Vehicle Miles Traveled Analysis Methodology

Consistent with the City Guidelines, the VMT Scoping Form was prepared for the Project based on the WRCOG VMT Screening Results. As the Project does not screen out of a VMT analysis under the City's guidelines, a RIVCOM analysis was prepared. RIVCOM Version 3.5.1, which incorporated the roadway circulation and land use data from the City's General Plan was utilized and run for the Base Year (2018) and General Plan buildout (2045) under the No-Project and With-Project conditions. For the General Plan buildout (2045) With-Project conditions, the extension of Barrett Avenue and vacation of Indian Avenue south of Orange Avenue were added to the model.

The Base and General Plan buildout "Plus Project" conditions were derived by incorporating the Project's land use across the three TAZs in which the Project is located. The potential employment generated by each Project component was calculated using the County of Riverside General Plan EIR's employee generation rates.

The total Origin-Destination (OD) VMT of the Project TAZs was evaluated using the RIVCOM VMT postprocessor from the RIVCOM Base Year (2018) and General Plan buildout (2045) With-Project Model runs. To determine OD VMT/Service Population (hereafter referred to as VMT/SP), the total OD VMT of the Project TAZ is divided by the total service population (service population = population + employment) of the Project TAZ. The 2024 VMT/SP of the Project TAZ was interpolated using linear interpolation between the 2018 and 2045 Model outputs.

The VMT/SP within the City of Perris under the No-Project conditions for Base Year (2018) and General Plan buildout (2045) were obtained using the No-Project Model run. The City of Perris VMT/SP for Project Baseline (2024) was calculated from the RIVCOM results using linear interpolation between the 2018 and 2045 Model outputs. It was also confirmed via the WRCOG VMT tool.

The applicable threshold of 32.2 OD VMT/SP for the City of Perris 2024 baseline was determined using the RIVCOM results using linear interpolation between the 2018 and 2045 No-Project Model outputs and confirmed via the WRCOG VMT tool.

Caltrans Queuing & Safety Analysis

Consistent with the guidelines provided by the Caltrans *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance*, the Project's trips from the trip generation were converted to Passenger Car Equivalent (PCE) and distributed to Caltrans facilities within the Project vicinity. For the Phase 1 Opening Year in 2026 and Phase 2 Opening Year in 2030, traffic volumes were developed by applying an ambient growth rate of three percent per year to the counts collected and adding traffic from nearby approved but not yet constructed developments or newly constructed developments (cumulative project) in 2024. Queue lengths were developed accounting for trips generated by the Project and the required queuing length at the study area intersections were determined using 95-percentile queue length analysis.

5.16.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within

the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT TRA-1: THE PROJECT WOULD NOT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES.

Specific Plan Area

Less than Significant Impact.

Transit, Bicycle, and Pedestrian Facilities

Transit: As described previously, the Project vicinity is served by RTA Route 19, 27, and 30. This existing transit service would continue to serve its ridership in the area and may also serve employees of the commercial and industrial components of the Project as well as visitors of the commercial component of the Project. There are existing bus stops at the corner of Perris Boulevard and Nuevo Road and the corner of Perris Boulevard and Orange Avenue. The Project would include construction of a sidewalk along Perris Boulevard that would provide additional pedestrian access to the bus stop from the proposed Project's commercial and industrial uses. The proposed Project would not alter or conflict with existing transit stops and schedules, and potential impacts related to transit services would not occur.

Bicycle Facilities: As detailed previously, within the vicinity of the Specific Plan, Placentia Avenue contains a Class II bicycle lane. The City of Perris General Plan Circulation Element recommends a buffered bicycle lane (Class IIB) on Perris Boulevard and Orange Avenue, and a bicycle lane (Class II) on Indian Avenue and Frontage Road. No other roadways in the Project vicinity are designated for bike lanes. As detailed in Section 3.0, *Project Description*, the Project includes the construction of a Class II bike lane on Indian Avenue, Orange Avenue, Perris Boulevard, and Barrett Avenue, as well as a 10-foot-wide shared use trail on Frontage Road; and the Project would refresh striping on the adjacent streets, thereby improving bicycle facilities and network. The Harvest Landing Specific Plan includes various standards and guidelines for the provision of onsite and offsite roadway improvements, vehicular and non-vehicular circulation, and site access, which would be implemented for each development. Moreover, the proposed street improvements would be developed in accordance with the City and Harvest Landing Specific Plan standards and guidelines, which would be verified through the City's development review and permitting process. As a result, the Project would not result in any conflicts with City's existing and planned bike lanes. Thus, potential impacts related to bicycle facilities would not occur.

Pedestrian Facilities: As detailed previously, sidewalks currently exist along Indian Avenue north of Orange Avenue; the east side of Perris Boulevard; the east side of Barrett Avenue; Placentia Avenue; and the north side of Orange Avenue. As detailed in Section 3.0, *Project Description*, construction of a 10-foot-wide shared use trail along the Project frontage with Frontage Road and Perris Boulevard and construction of a 6-foot-wide sidewalk along the Project frontage along Indian Avenue, Orange Avenue, Barrett Avenue, Harvest Landing Way, and Private Drive, thereby improving pedestrian facilities and the sidewalk network. As previously stated, the proposed street improvements would be developed in accordance with the City and Harvest Landing Specific Plan standards and guidelines, which would be verified through the City's

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

development review and permitting process. As a result, the Project would not result in any conflicts with the existing and planned pedestrian network. Thus, potential impacts related to pedestrian facilities would not occur.

Truck Route Facilities: As detailed previously, the General Plan Circulation Element designates truck routes (shown in Figure 5.16-1) and provides street standards within the Project vicinity. Further, the Harvest Landing Specific Plan provides street standards and design guidelines. The existing truck routes that currently serves the Project vicinity include Frontage Road, Indian Avenue, and Placentia Avenue including the I-215 interchanges at Harley Knox Boulevard and Placentia Avenue.

As discussed in Section 3.0, *Project Description*, the Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue south of Orange Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed. The Project would prohibit trucks from the industrial buildings from utilizing Barrett Avenue north of Orange Avenue, which would be prevented through installation of signage as required by Mitigation Measure AQ-17. Therefore, the proposed Project would be consistent with the truck routes identified in the City General Plan and the Harvest Landing Specific Plan. Thus, potential impacts related to truck route facilities would not occur.

Roadway Facilities: Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity and would construct new roadways, Private Drive A and Harvest Landing Way. In addition, the Project would vacate Indian Avenue south of Orange Avenue and extend Barrett Avenue south of Orange Avenue. As described in Section 3.0, *Project Description*, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. Roadway improvements would be designed and constructed pursuant to City Engineering and Harvest Landing Specific Plan standards.

Table 5.16-2 identifies the number of trips that would be generated by the Project during operation of each Phase and combined for Project buildout. As shown in Table 5.16-2, Phase 1 would result in 26,631 daily trips, 1,489 AM peak hour trips, and 1,743 PM peak hours trips with approximately 545 daily trips being truck trips. Phase 2 would result in 13,505 daily trips, 1,363 AM peak hour trips, and 1,363 PM peak hour trips with 2,280 of those daily trips being truck trips. Overall, buildout of the Specific Plan would result in approximately 40,321 daily trips, 2,778 AM peak hour trips, and 3,106 PM peak hour trips with 2,825 of those daily trips being truck trips.

Table 5.16-2: Project Trip Generation

Land Use	Units	Daily	AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Trip Rates									
High-Cube Fulfillment Center	TSF	1.744	0.070	0.017	0.087	0.047	0.073	0.120	
High-Cube Parcel Hub	TSF	4.63	0.35	0.35	0.70	0.44	0.20	0.64	
General Light Industrial	TSF	4.87	0.65	0.09	0.74	0.09	0.56	0.65	
Free-Standing Discount Superstore	TSF	50.52	1.04	0.82	1.86	2.12	2.21	4.33	
Gasoline/Service Station	VFP	172.01	5.14	5.14	10.28	6.96	6.96	13.91	
Shopping Center	TSF	37.01	0.52	0.32	0.84	1.63	1.77	3.40	
Fast Food Restaurant with Drive Through	TSF	467.48	22.75	21.86	44.61	7.23	6.68	13.91	
High Turnover (Sit-Down) Restaurant	TSF	107.20	5.26	4.31	9.57	5.52	3.53	9.05	
Industrial Park	TSF	3.37	0.28	0.06	0.34	0.07	0.27	0.34	
Medical Office Building¹	TSF	36.00	2.45	0.65	3.10	1.18	2.75	3.93	
Supermarket	TSF	93.84	1.69	1.17	2.86	4.48	4.48	8.95	
Coffee/Donut Shop with Drive-Through Window	TSF	533.57	43.80	42.08	85.88	19.50	19.50	38.99	
Fast Casual Restaurant	TSF	97.14	0.72	0.72	1.43	6.90	5.65	12.55	
PHASE 1 Total Vehicle Trip Generation									
PHASE 1 Industrial									
TUMF High Cube (Building 2, 6, and 7)	1,207.000	TSF	2,105	85	20	105	56	88	145
Parcel Hub (Building 1)	322.079	TSF	1,491	113	113	225	140	66	206
General Light Industrial (Building 3, 4, and 5)	198.500	TSF	967	129	18	147	18	111	129
PHASE 1 Commercial									
Total Medical Office Trip Generation	5.500	TSF	198	13	4	17	6	15	21
Large Format Retail Anchor	167.050	TSF	8,439	174	137	311	354	369	723
Internal Capture (OP 1 Retail)			-1,182	-38	-26	-64	-92	-66	-159
Retail Trip Generation with internal capture			7,258	136	111	246	262	302	565
Pass By (0% Daily, 0% AM, 29% PM)			0	0	0	0	-76	-88	-164
Total Retail Trip Generation			7,258	136	111	246	186	215	401
Shopping Center >150k	189.845	TSF	7,026	99	61	159	310	336	645
Pass By (0% Daily, 0% AM, 29% PM)			0	0	0	0	-90	-97	-187
Total Retail Trip Generation			7,026	99	61	159	220	238	458
Supermarket	23.256	TSF	2,182	39	27	67	104	104	208
Internal Capture¹⁶ (OP 1 Retail)			-306	-9	-5	-14	-27	-19	-46
Retail Trip Generation with internal capture			1,877	31	22	53	77	85	162
Pass By (0% Daily, 0% AM, 24% PM)			0	0	0	0	-18	-20	-39
Total Retail Trip Generation			1,877	31	22	53	59	65	123
Fast Casual Restaurant	8.934	TSF	868	6	6	13	62	50	112
Internal Capture (OP 1 Restaurant)			-148	-2	-1	-3	-19	-22	-41
Restaurant Trip Generation with internal capture			720	5	5	10	43	28	71
Total Restaurant Trip Generation			720	5	5	10	43	28	71
High Turnover (Sit-Down) Restaurant	21.122	TSF	2,264	111	91	202	117	75	191
Internal Capture (OP 1 Restaurant)			-385	-29	-14	-43	-36	-33	-69
Restaurant Trip Generation with internal capture			1,879	82	77	160	80	42	122
Pass By (0% Daily, 0% AM, 43% PM)			0	0	0	0	-35	-18	-53
Total Restaurant Trip Generation			1,879	82	77	160	46	24	70
Fast Food Restaurant with Drive Through	11.000	TSF	5,142	250	240	491	80	73	153
Internal Capture (OP 1 Restaurant)			-874	-65	-36	-101	-25	-32	-57
Restaurant Trip Generation with internal capture			4,268	185	204	390	55	41	96
Pass By (50% Daily, 50% AM, 55% PM)			-2,134	-93	-102	-195	-30	-23	-53
Total Restaurant Trip Generation			2,134	93	102	195	25	19	43
Coffee/Donut Shop with Drive-Through Window	1.800	TSF	960	79	76	155	35	35	70
Internal Capture (OP 1 Restaurant)			-163	-20	-11	-32	-11	-15	-26
Restaurant Trip Generation with internal capture			797	58	64	123	24	20	44
Pass By (50% Daily, 50% AM, 55% PM)			-399	-29	-32	-61	-13	-11	-24
Total Restaurant Trip Generation			399	29	32	61	11	9	20
Gasoline/Service Station	12	VFP	2,064	62	62	123	83	83	167
Internal Capture (OP 1 Retail)			-289	-14	-12	-25	-22	-15	-37
Retail Trip Generation with internal capture			1,775	48	50	98	62	68	130
Pass By (57% Daily, 63% AM, 57% PM)			-1,012	-30	-31	-62	-35	-39	-74
Total Retail Trip Generation			763	18	18	36	27	29	56
COMMERCIAL TOTAL	428.507	KSF	22,254	505	433	938	622	642	1,263
Phase 1 Total Project Trip Generation (Non PCE)			26,817	832	583	1,415	836	907	1,743
PHASE 2 Total Vehicle Trip Generation									
Industrial Park	3,659.694	TSF	12,333	1,008	236	1,244	274	971	1,244
Industrial Park (Overlay)	348.262	TSF	1,174	96	22	118	26	92	118
Phase 2 Total Project Trip Generation (Non PCE)			13,505	1,104	259	1,363	300	1,063	1,363
Total SP Buildout Project Trip Generation (Non PCE)			40,321	1,936	842	2,778	1,136	1,970	3,106

Note: TSF = Thousand Square Feet

Source: EPD Solutions, 2025a (EIR Appendix R)

Construction

Phase 1 Developments

Construction of Phase 1 is anticipated to occur over a 12-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. It is anticipated Project construction would generate haul trips distributed throughout the day. The weekday AM peak period is 7:00 AM to 9:00 PM, and the weekday PM peak period is 4:00 PM to 6:00 PM. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As shown on Table 5.16-3, the grading phase of construction would generate the most vehicular trips per day from approximately 1,134 one-way hauling trips, 123 one-way worker trips, and 51 one-way vendor trips, which would result in a total of 1,308 one-way trips or 2,616 daily trips.

Table 5.16-3: Phase 1 Daily One-Way Construction Vehicle Trips

Phase	Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Haul Trips Per Day
Offsite	Linear, Grading & Excavation	38	1	0
	Linear, Drainage, Utilities, & Sub-Grade	33	0	0
	Linear, Paving	25	0	0
Phase 1 (2026 OY)	Demolition/Crushing	35	33	25
	Site Preparation	35	20	0
	Grading	123	51	1,134
	Building Construction	870	251	0
	Paving	90	0	0
	Architectural Coating	174	0	0

Source: (Urban Crossroads, 2025a) (EIR Appendix B)

This equates to approximately 10 percent of the daily trips that would be generated by operation of the Phase 1 portion of the Project (as shown in Table 5.16-2). The 10 percent of the daily trips would not result in an inconsistency with the City's traffic criteria. Additionally, as described above, vendor delivery trucks would arrive and depart throughout the day and a majority of construction crews would arrive and depart outside the peak hours. Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction. Haul and vendor trucks would be required to utilize City truck routes and construction trucks would not be expected to travel along Barrett Avenue or Nuevo Road.

All construction equipment, including construction worker vehicles, would be staged within the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures (as applicable). Therefore, potential construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

Phase 2 Buildout – With Overlay

Construction of Phase 2 is anticipated to occur over a 48-month period. Construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday AM peak period is 7:00 AM to 9:00 AM, and the weekday PM peak period is 4:00 PM to 6:00 PM. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks would arrive and depart throughout the day. As shown on Table 5.16-4, the building construction phase of construction would generate the most vehicular trips per day from approximately 1,683 one-way worker trips and 261 one-way vendor trips, which would result in a total of 1,944 one-way trips or 3,888 daily trips

Table 5.16-4: Phase 1 Daily One-Way Construction Vehicle Trips

Phase	Construction Activity	Worker Trips Per Day	Vendor Trips Per Day	Haul Trips Per Day
Phase 2 (2030 OY)	Demolition	30	126	25
	Site Preparation	35	75	0
	Grading	40	195	121
	Building Construction	1,683	261	0
	Paving	30	0	0
	Architectural Coating	337	0	0

Source: (Urban Crossroads, 2025a) (EIR Appendix B)

This equates to approximately 28.8 percent of the daily trips that would be generated by operation of Phase 2 of the Project (as shown in Table 5.16-2). Therefore, 28.8 percent of the daily trips would also not result in an inconsistency with the City's traffic criteria. Additionally, as described above, vendor delivery trucks would arrive and depart throughout the day and a majority of construction crews would arrive and depart outside the peak hours. Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction. Haul and vendor trucks would be required to utilize City truck routes and construction trucks would not be expected to travel along Frontage Road and Orange Avenue.

All construction equipment, including construction worker vehicles, would be staged within the Project site for the duration of the construction period. In addition, as part of the grading plan and building plan review processes, the City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required lane closures (as applicable). Therefore, potential construction impacts related to conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less than significant.

Overall, potential impacts related to transit, bicycle, pedestrian, and roadway facilities would be less than significant, and no mitigation is required.

IMPACT TRA-2: THE PROJECT WOULD CONFLICT OR BE INCONSISTENT WITH CEQA GUIDELINES § 15064.3, SUBDIVISION (B).

As described previously, State CEQA Guidelines Section 15064.3(b) focus on determining the significance of VMT-related transportation impacts.

Phase 1 Developments – Roadway Improvement

Less than Significant Impact. As described in Section 3.0, *Project Description*, the Project would vacate Indian Avenue and would extend Barrett Avenue south of Orange Avenue. The proposed segment of Barrett Avenue to be extended is 3,000 feet (approximately 0.57 mile). Based on Appendix D of the City of Perris's VMT Scoping Form for Transportation Projects, the addition of new through lanes less than one mile in length with multi-modal facilities would be presumed to have a less than significant impact (EPD Solutions, 2024b). Therefore, as the extension of Barrett Avenue would be less than one mile in length, the roadway extension would be less than significant.

Phase 1 Developments – Business Park

Less than Significant Impact. As shown in Table 5.16-2, the Business Park portion of Phase 1 would result in approximately 4,563 daily trips, 477 AM peak hour trips, and 480 PM peak hour trips. As discussed in the VMT Analysis, the Project does not qualify for a VMT screening pursuant to the City's guidelines (EPD Solutions, 2025b). The Project's VMT analysis results for the Business Park portion of Phase 1 (TAZ 1798) from RIVCOM are shown in Table 5.16-5. As shown, the VMT/SP for the Business Park portion of Phase 1 would be 6.85 percent below the threshold under Project Baseline (2024) conditions and 4.22 percent below the threshold under General Plan buildout (2045) conditions. Therefore, the Phase 1 Business Park portion of the Project would not result in a significant impact, and mitigation is not required.

Table 5.16-5: VMT Analysis Business Park Phase 1

	Base Year 2018	Baseline 2024	GP Buildout 2045
Project TAZ 1798 Zone VMT	135,474	138,196	147,723
TAZ 1798 Service Population	4,555	4,607	4,790
Project TAZ 1798 VMT/SP	29.7	30.0	30.8
City of Perris Baseline 2024 VMT/SP	32.2		
Percent Above/Below Threshold	-	-6.85%	-4.22%
Impact?	-	No	No

Note: SP=Service Population

Source: EPD Solutions, 2025b (EIR Appendix S)

Phase 1 Developments – Commercial

Significant and Unavoidable. As shown in Table 5.16-2, the Commercial component of Phase 1 would result in approximately 22,254 daily trips, 938 AM peak hour trips, and 1,263 PM peak hour trips. As discussed in the VMT Analysis, the Project does not qualify for a VMT screening pursuant to the City's guidelines (EPD Solutions, 2024b). The Project's VMT analysis results for the Commercial portion of Phase 1 (TAZ 1870) from RIVCOM are shown in Table 5.16-6. As shown, the VMT/SP for the Commercial portion of Phase 1 would be 111.53 percent above the threshold under Project Baseline (2024) conditions and 108.55 percent above the threshold under General Plan buildout (2045) conditions. Therefore, the commercial component of Phase 1 would result in a potentially significant VMT impact.

Table 5.16-6: VMT Analysis Commercial Phase 1

	Base Year 2018	Baseline 2024	GP Buildout 2045
Project TAZ 1870 Zone VMT	91,238	98,824	125,373
TAZ 1870 Service Population	1,332	1,451	1,867
Project TAZ 1870 VMT/SP	68.5	68.1	67.2
City of Perris Baseline 2024 VMT/SP	32.2		
Percent Above/Below Threshold	-	111.53%	108.55%
Impact?	-	Yes	Yes

Note: SP=Service Population

Source: EPD Solutions, 2025b (EIR Appendix S)

Phase 2 – With Overlay

Less than Significant Impact. As shown in Table 5.16-2, the Business Park portion of Phase 2, including the overlay area, would result in approximately 13,505 daily trips, 1,363 AM peak hour trips, and 1,363 PM peak hour trips. As discussed in the VMT Analysis, the Project does not qualify for a VMT screening pursuant to the City's guidelines (EPD Solutions, 2025b). The Project's VMT analysis results for the Phase 2 business park (TAZ 1797) from RIVCOM are shown in Table 5.16-7. As shown, the VMT/SP for the Phase 2 buildout would be 9.92 percent below the threshold under Project Baseline (2024) conditions and 10.32 percent below the threshold under General Plan buildout (2045) conditions. Therefore, the Phase 1 Business Park portion of the Project would not result in a significant impact.

Table 5.16-7: VMT Analysis Business Park Phase 2

	Base Year 2018	Baseline 2024	GP Buildout 2045
Project TAZ 1797 Zone VMT	51,887	53,992	61,362
TAZ 1797 Service Population	1,786	1,861	2,125
Project TAZ 1797 VMT/SP	29.1	29.0	28.9
City of Perris Baseline 2024 VMT/SP	32.2		
Percent Above/Below Threshold	-	-9.92%	-10.32%
Impact?	-	No	No

Note: SP=Service Population

Source: EPD Solutions, 2025b (EIR Appendix S)

Specific Plan Buildout

Significant and Unavoidable. The Project's VMT analysis results for buildout of the entirety of the Specific Plan (including all TAZs) from RIVCOM are shown in Table 5.16-8. As shown, the VMT/SP for buildout of the Specific Plan would be 14.12 percent above the threshold under Project Baseline (2024) conditions and 18.27 percent above the threshold under General Plan buildout (2045) conditions. Therefore, full buildout of the proposed Specific Plan Amendment would result in a potentially significant VMT impact.

Table 5.16-8: VMT Analysis Specific Plan Buildout

	Base Year 2018	Baseline 2024	GP Buildout 2045
Harvest Landing Specific Plan Total VMT	278,599	291,012	334,457
Harvest Landing Specific Plan Total SP	7,673	7,919	8,782
Harvest Landing Specific Plan VMT/SP	36.3	36.7	38.1
City of Perris Baseline 2024 VMT/SP	32.2		
Percent Above/Below Threshold	-	14.12%	18.27%
Impact?	-	Yes	Yes

Note: SP=Service Population

Source: EPD Solutions, 2025b (EIR Appendix S)

As shown in Table 5.16-6 and Table 5.16-8, the Commercial portion of the Project's VMT/SP would be 111.53 percent above the threshold under Project Baseline (2024) conditions and 108.55 percent above the threshold during General Plan buildout (2045) conditions, while the Specific Plan buildout's VMT/SP would be 14.12 percent above the threshold under Project Baseline (2024) conditions and 18.27 percent above the threshold under General Plan buildout (2045) conditions. Therefore, the Project's VMT impacts from development of the Commercial component of Phase 1 and buildout of the Specific Plan would be potentially significant.

The City's VMT Guidelines state that individual project mitigation measures are recommended to reduce project-specific VMT impacts. The effectiveness of identified transportation demand management (TDM) strategies is based on research documented in the California Air Pollution Control Officers Association (CAPCOA) *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity* (CAPCOA Handbook). The CAPCOA Handbook identifies a total of 34 VMT reduction measures; however, not all 34 measures would be effective for Project mitigation. Particularly, many measures do not apply to a non-residential project, like the proposed Project (EPD Solutions, 2024b).

The Project would implement multiple design features and mitigation measures to reduce VMT, including CAPCOA Measure T-2 (Increase Job Density) by concentrating jobs within the City and shortening communities; CAPCOA Measure T-18 (Provide Pedestrian Network Improvement) as PDF TR-1 by installing sidewalks as outlined in Section 3.0, *Project Description*; CAPCOA Measure T-19-A (Construct or Improve Bike Facility) and Measure T-20 (Expand Bikeway Network) as PDF TR-2 by installing bike lanes as outlined in Section 3.0, *Project Description*; and Measure T-27 (Implement Transit-Supportive Roadway Treatments) as PDF TR-3 by installing new crosswalks along Project roadways and constructing two bus stops along Perris Boulevard. Furthermore, the Project would implement Mitigation Measure TR-1, which would require a voluntary commute trip reduction program for facilities with fewer than 250 employees, and Mitigation Measure AQ-11, which would require a mandatory commute trip reduction program/transportation management association.

Table 5.16-9 shows the VMT reductions associated with implementation of these design features and mitigation measures. As shown, with implementation of the design features and mitigation measures, the commercial component of Phase 1 would still have a VMT/SP that is 98.59 percent above the threshold in Baseline (2024) conditions and 95.91 percent above the threshold during General Plan buildout (2045) conditions.

Table 5.16-9: VMT Mitigation Results for Commercial Phase 1

	Baseline 2024	GP Buildout 2045
Percent Above/Below Threshold Pre Mitigation	111.53%	108.55%
Impact?	Yes	Yes
Mitigation Measures	VMT Reduction	VMT Reduction
T-2: Increase Job Density	-6.14%	-6.14%
T-5: Implement Commute Trip Reduction Program (Voluntary)	-4.00% ¹	-4.00% ¹
T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	No VMT Reduction Taken	
T-7: Implement Commute Trip Reduction Marketing		
T-8: Provide Ridership Program		
T-9: Implement Subsidized or Discounted Transit Program		
T-10: Project End-of-Trip Bicycle Facilities		
T-11: Provide Employer Sponsored Vanpool		
T-18: Provide Pedestrian Network Improvement	-2.32%	-2.32%
T-19-A: Construct or Improve Bike Facility	-0.20%	-0.20%
T-20: Expand Bikeway Network	-0.02%	-0.02%
T-27: Implement Transit-Supportive Roadway Treatments	-0.01%	-0.01%
Total VMT Reduction with Mitigation Measures	-12.94%	-12.94%
% Above/Below Threshold with Mitigation	98.59%	95.61%
Impact?	Yes	Yes

¹ As Measure T-5 is a voluntary program, 4.00% represents the maximum reduction that could be achieved.

Source: EPD Solutions, 2025b (EIR Appendix S)

Table 5.16-10 shows the VMT reductions associated with implementation of these design features and mitigation measures for buildout of the Specific Plan. As shown, with implementation of the design features and mitigation measures, buildout of the Specific Plan would still result in a VMT/SP that is 1.18 percent above the threshold in Baseline (2024) conditions and 5.33 percent above the threshold during General Plan buildout (2045) conditions. Therefore, despite implementation of mitigation measures, impacts related to VMT from the commercial component of Phase 1 and buildout of the Specific Plan would be significant and unavoidable.

Table 5.16-10: VMT Mitigation Results for Specific Plan Buildout

	Baseline 2024	GP Buildout 2045
Percent Above/Below Threshold Pre Mitigation	14.12%	18.27%
Impact?	Yes	Yes
Mitigation Measures	VMT Reduction	VMT Reduction
T-2: Increase Job Density	-6.14%	-6.14%
T-5: Implement Commute Trip Reduction Program (Voluntary)	-4.00% ¹	-4.00% ¹
T-6: Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)	No VMT Reduction Taken	
T-7: Implement Commute Trip Reduction Marketing		
T-8: Provide Ridership Program		
T-9: Implement Subsidized or Discounted Transit Program		
T-10: Project End-of-Trip Bicycle Facilities		
T-11: Provide Employer Sponsored Vanpool		
T-18: Provide Pedestrian Network Improvement	-2.32%	-2.32%
T-19-A: Construct or Improve Bike Facility	-0.20%	-0.20%
T-20: Expand Bikeway Network	-0.02%	-0.02%
T-27: Implement Transit-Supportive Roadway Treatments	-0.01%	-0.01%
Total VMT Reduction with Mitigation Measures	-12.94%	-12.94%
% Above/Below Threshold with Mitigation	1.18%	5.33%
Impact?	Yes	Yes

¹ As Measure T-5 is a voluntary program, 4.00% represents the maximum reduction that could be achieved.

Source: EPD Solutions, 2025b (EIR Appendix S)

IMPACT TRA-3: THE PROJECT WOULD NOT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT).

Specific Plan Buildout

Less than Significant Impact.

Construction

The Project proposes development of the site in two phases with Phase 1 construction lasting approximately 12 months and Phase 2 construction lasting 48 months. During construction, construction worker vehicles, haul trucks, and vendor trucks would be staged on the Project site for the duration of the construction period. As part of the grading plan and building plan review processes, City permits would require appropriate measures to facilitate the passage of persons and vehicles through/around any required road closures and measures to properly route heavy-duty construction vehicles entering and leaving the site (as applicable). As a result, impacts related to vehicular circulation design features and incompatible uses during construction of the proposed Project would be less than significant.

Operation

Site Access

Vehicular traffic to and from the Project site would utilize the existing network of regional and local roadways that currently serve the Project vicinity and would construct new roadways, Private Drive A and Harvest Landing Way. In addition, the Project would vacate Indian Avenue south of Orange Avenue and extend Barrett Avenue south of Orange Avenue. As described in Section 3.0, *Project Description*, the Project would also improve Barrett Avenue, Frontage Road, and Orange Avenue west of Barrett Avenue to full widths. The Project would improve Perris Boulevard and Orange Avenue east of Barrett Avenue to half width. On Indian Avenue, the Project would improve the right-of-way to its ultimate width between Orange Avenue and the southern point of the Val Verde Elementary School frontage and half width on northbound Frontage Road along the Val Verde Elementary School frontage. The Project would include five truck driveways along Frontage Road and installation of a truck-only Private Drive A for the industrial portion of the Phase 1 development. The commercial component of the Phase 1 development would require one truck driveway on Orange Avenue, one truck driveway on Harvest Landing Way, and one truck driveway on Barrett Avenue. Phase 2 development without the Overlay would require at least one truck driveway on Frontage Road and at least two truck driveways along Indian Avenue. Development of the Overlay Area would require an additional truck driveway along Indian Avenue, should the site be developed.

Onsite driveways have been evaluated to ensure that the necessary queue length is provided to ensure trucks accessing the business park buildings do not back onto Frontage Road, Orange Avenue, Harvest Landing Way, or Barrett Avenue. In addition, once tenants are known for the proposed drive-thru restaurants, a tenant-specific queueing analysis would be prepared and reviewed by City Engineering prior to issuance of a building permit.

Onsite traffic signing and striping would also be implemented in conjunction with detailed construction plans with implementation of the Project. Additionally, sight distance at the Project's access points would be reviewed with respect to City standards at the time of final grading, landscape, and street improvement plan reviews. Additionally, Project frontage improvements and site access points would be constructed to be consistent with the identified roadway classifications and respective cross-sections in accordance with the City of Perris General Plan Circulation Element and Harvest Landing Specific Plan. Compliance with existing regulations would be ensured through the City's construction permitting process.

Caltrans Safety Analysis

Due to queuing and safety concerns at Caltrans intersections, a queueing analysis and safety memo was prepared for the following intersections:

- I-215 NB Ramps/Placentia Avenue
- I-215 SB Ramps/Placentia Avenue
- I-215 NB Ramps/W Nuevo Road
- I-215 SB Ramps/W Nuevo Road

As shown in Table 5.16-11, queuing deficiencies were observed under Phase 2 development 2030 with Project conditions. The Project trips add more than two car lengths (570 feet) to the 2030 Without Project queue, causing it to spill into the mainline traffic on I-215 at the I-215 SB Ramps/West Nuevo Road intersection for the southbound left turn lane in the PM peak hour. While the queue length for I-215 NB Ramps/Placentia Avenue exceeds the available storage length, it can be safely accommodated as the queue falls within the 100 additional feet of storage provided beyond the striped storage lane that extends past the northbound right lane. Similarly, an additional 260 feet of storage is provided beyond the northbound right and northbound left at I-215 NB Ramps/W Nuevo Road. An additional 360 feet of storage is provided

for the southbound left at I-215 SB Ramps/W Nuevo Road and an additional 600 feet of storage is provided for the southbound left at I-215 SB Ramps/Placentia Avenue. These additional storage lengths ensure the additional queue can be safely accommodated.

Table 5.16-11: Opening Year Cumulative Plus Project AM and PM Caltrans Queuing Analysis

	Opening Year II 2030 Conditions				Opening Year II 2030 Plus Project Conditions				Difference			
	Northbound		Southbound		Northbound		Southbound		Northbound		Southbound	
	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT	LT	RT
15. I-215 NB Ramps/Placentia Ave												
Storage Length Per Lane	570	570***	-	-	570	570***	-	-	570	570***	-	-
AM Queue Length Per Lane	60	270	-	-	105	575	-	-	45	305	-	-
PM Queue Length Per Lane	50	275	-	-	100	605	-	-	50	330	-	-
16. I-215 SB Ramps/Placentia Ave												
Storage Length Per Lane	-	-	340****	340	-	-	340****	340	-	-	340****	340
AM Queue Length Per Lane	-	-	95	40	-	-	350	40	-	-	255	0
PM Queue Length Per Lane	-	-	225	45	-	-	940	60	-	-	715	15
28. I-215 NB Ramps/W Nuevo Rd												
Storage Length Per Lane	170*	170*	-	-	170*	170*	-	-	170*	170*	-	-
AM Queue Length Per Lane	225	185	-	-	235	240	-	-	10	55	-	-
PM Queue Length Per Lane	110	230	-	-	115	320	-	-	5	90	-	-
29. I-215 SB Ramps/W Nuevo Rd												
Storage Length Per Lane	-	-	185**	185	-	-	185**	185	-	-	185**	185
AM Queue Length Per Lane	-	-	215	100	-	-	365	120	-	-	150	20
PM Queue Length Per Lane	-	-	390	95	-	-	960	120	-	-	570	25

Source: EPD Solutions, 2024c (EIR Appendix T).

LT = Left-turn lane, RT = Right-turn lane

Queue length reported in feet for the AM and PM peak periods and are rounded up to the nearest increment of 5 feet.

* There is an additional 260 feet of storage provided beyond the back of the striping storage pocket that extends past the NBR and NBL lanes.

**There is an additional 360 feet of storage provided beyond the back of the striping storage pocket that extends past the SBL lanes.

***There is an additional 100 feet of storage provided beyond the back of the striping storage pocket that extends past the NBR lanes

****There is an additional 600 feet of storage provided beyond the back of the striping storage pocket that extends past the SBL lanes.

As the queues would exceed the ramp storage capacity for the I-215 SB ramps at West Nuevo Road under Specific Plan buildout conditions, a speed differential was conducted for the intersection. As discussed within the Caltrans Queuing and Safety Analysis, the speed differentials between the ramp and mainline freeway during the AM and PM peak hours are 9.9 mph and 9.8 mph, which does not exceed the 30 mile per hour threshold discussed in Section 5.16.4. Therefore, the Project would not result in a safety impact at any Caltrans intersections. As a result, potential impacts related to vehicular circulation design features and traffic safety would be less than significant.

IMPACT TRA-4: THE PROJECT WOULD NOT RESULT IN INADEQUATE EMERGENCY ACCESS.

Specific Plan Buildout

Less than Significant Impact.

Construction

The roadway improvements and installation of driveways that would be implemented during construction of the proposed Project could require the temporary closure of travel lanes. Further, there is a potential for full roadway closures during roadway improvements such as roadway widening and repaving, which would require implementation of a construction traffic control plan required by standard City conditions of approval. Also, construction activities would be required to implement measures to facilitate the passage of persons and vehicles through/around any required temporary road restrictions and ensure the safety of passage in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's construction permitting process. Thus, implementation of the proposed Project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction related emergency access impacts to a less than significant level. Therefore, Project impacts related to emergency access during construction would be less than significant.

Operation

Specific Plan buildout would not result in inadequate emergency access to or from the Specific Plan area for emergency vehicles. The Specific Plan would not interfere with the circulation of emergency vehicles along public streets during operation, and roadway improvements resulting from the Specific Plan's Infrastructure Plan would be expected to improve roadway conditions from the existing setting. The Project would also be required to design and construct internal access and provide fire suppression facilities (e.g., hydrants and sprinklers) in conformance with the Perris Municipal Code. The Riverside County Fire Department would review the development plans as part of the construction permitting process to ensure that emergency access is provided pursuant to the requirements of the Uniform Fire Code and Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9). Therefore, impacts would be less than significant.

5.16.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the proposed Project includes the City of Perris and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the proposed Project, as discussed in Table 5-1, and projections contained within RIVCOM.

Vehicle Miles Traveled

The cumulative traffic study area for the proposed Project includes the City of Perris, and the information utilized in the analysis of VMT are the City's land use data and the projections contained within the SCAG model. Cumulative VMT impacts are assessed based on the Project's effect on overall Citywide VMT. As

shown in Table 5.16-12, the Project would result in an overall reduction in Citywide VMT in both baseline 2024 and General Plan buildout 2045 conditions. As such, cumulative VMT impacts would be less than significant.

Table 5.16-12: VMT Mitigation Results for Specific Plan Buildout

	Baseline 2018	Baseline 2024	GP Buildout 2045
Citywide Boundary VMT with Project	1,972,046	2,222,941	3,101,072
Citywide Population with Project	72,873	84,734	126,247
Citywide Employment with Project	23,852	27,588	40,662
Citywide Service Population with Project	96,725	112,321	166,909
With Project Citywide Boundary VMT/SP	20.39	19.79	18.58
Citywide Boundary VMT No Project	1,946,272	2,202,787	3,100,586
Citywide Population No Project	72,886	85,791	130,959
Citywide Employment No Project	17,465	21,201	34,275
Citywide Service Population No Project	90,351	106,992	165,234
No Project Citywide Boundary VMT/SP	21.54	20.59	18.76
Percent Below Threshold	-	-3.9%	-1.0%
Impact?	-	No	No

Source: EPD Solutions, 2025b (EIR Appendix S)

Design, Roadway, and Emergency Access Hazards

The evaluation of Impact TR-3 and TR-4 concluded that the proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design, and emergency access. The proposed circulation layout would be required to be installed in conformance with City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Project that could combine with potential hazards from other projects. In addition, cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities that would not allow potential cumulatively considerable design hazards. Therefore, potential impacts related to circulation design features and emergency access would not occur from the Project and would not combine with hazards from other projects. Thus, cumulative impacts would be less than significant.

Alternative Transportation

The evaluation of Impact TR-1 concluded that the proposed Project would not result in significant impacts related to alternative transportation or policies addressing the circulation system. Cumulative development in the City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Project would not cumulatively combine with other projects to result in impacts related to alternative transportation. Thus, cumulative impacts would be less than significant.

5.16.8 EXISTING REGULATIONS

As discussed above, the Project would be required to comply with the following existing regulations and plans, programs, or policies which would help to reduce the potential impacts of the Project:

- WRCOG TUMF Program
- Perris Municipal Code Title 19, Chapter 19.68.020 Development Impact Fees
- South Coast AQMD Rule 2202: On-Road Motor Vehicle Mitigation Options
- City of Perris General Plan Circulation Element
 - Policy VIII.A: Transportation Demand Management (TDM)/Transportation Control Measure (TCM) strategies and programs

5.16.9 PROJECT DESIGN FEATURES

Sidewalks. The Project includes sidewalks along Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A, as specified in Section 3.0, *Project Description*.

Bicycle Facilities. The Project includes bicycle lanes along Indian Avenue, Orange Avenue, and Barrett Avenue, as specified in Section 3.0, *Project Description*.

Bus Facilities. The Project includes the construction of a bus stop along the Commercial component of the Specific Plan along Perris Boulevard. Bus stop plans shall be submitted to the RTA and City Planning Division for review and approval.

5.16.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1, TR-3, and TR-4 would be less than significant.

Upon implementation of regulatory requirements, Impact TR-2 would be **potentially significant** for the commercial component and Specific Plan buildout.

5.16.11 MITIGATION MEASURES

Mitigation Measure AQ-11, as listed in Section 5.3, *Air Quality*.

Mitigation Measure TR-1: Voluntary Commute Trip Reduction Program. For tenants with less than 250 employees, the tenant shall implement a Voluntary Commute Trip Reduction Program, which shall encourage alternative modes of transportation, such as carpooling. The Voluntary Commute Trip Reduction Program would encourage employers to track and report employee commute data and provide resources to support participation in commute reduction efforts, without mandatory compliance or penalties. The Voluntary Commute Trip Reduction Program would be fulfilled through implementation of one or more of the following measures:

- **Implement Commute Trip Reduction Marketing.** This measure would ensure that employees are informed about available transportation options, thereby maximizing participation in the Voluntary Commute Trip Reduction programs and contributing to the reduction of traffic congestion.
- **Provide Ridership Program.** This measure would provide transit passes or other incentives to employees, encouraging the use of public transportation. Given the scale of employment in the Business Park phases, this program is expected to reduce vehicle use and lower VMT.
- **Implement Subsidized or Discounted Transit Program.** This measure involves offering subsidized or discounted transit passes to employees. By reducing the cost of public transportation, it aims to increase its use among employees, thereby decreasing single-occupancy vehicle trips and contributing to a reduction in vehicle miles traveled (VMT).

- **Provide End-of-Trip Bicycle Facilities.** End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting.
- **Provide Employer-Sponsored Vanpool.** This measure would support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases.

5.16.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Upon implementation of existing regulatory requirements and feasible mitigation measures, impacts related to VMT from development of the Commercial component of Phase 1 and Specific Plan buildout would remain significant and unavoidable.

5.16.13 REFERENCES

California Department of Transportation (Caltrans). (2020). *Traffic Safety Bulletin 20-02-R1: Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance*.

EPD Solutions, Inc. (2025a). *Harvest Landing Retail Center & Business Park Project Traffic Impact Analysis Report*. **(EIR Appendix R)**

EPD Solutions, Inc. (2025b). *Harvest Landing Retail Center & Business Park Project VMT Analysis*. **(EIR Appendix S)**

EPD Solutions. (2024). *Caltrans Queuing and Safety Analysis*. **(EIR Appendix T)**

Urban Crossroads. (2025a). *Harvest Landing Business Park and Specific Plan Air Quality Impact Analysis*. **(EIR Appendix B)**

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5.17 Tribal Cultural Resources

5.17.1 INTRODUCTION

This section addresses potential impacts to tribal cultural resources associated with implementation of the Project. The analysis in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *Phase I Cultural Resources Assessment for the Harvest Landing Retail Center & Business Park Project*, prepared by BFS Environmental Services, 19 July 2024, included as Appendix H

5.17.2 REGULATORY SETTING

5.17.2.1 Federal Regulations

Archaeological Resources Protection Act

The Archaeological Resources Protection Act of 1979 regulates the protection of archaeological resources and sites on federal and Native American lands. The Archaeological Resources Protection Act regulates authorized archaeological investigations on federal lands; increased penalties for looting and vandalism of archaeological resources; required that the locations and natures of archaeological resources be kept confidential in most cases. In 1988, amendments to the Archaeological Resources Protection Act included a requirement for public awareness programs regarding archaeological resources.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act is a federal law passed in 1990 that mandates museums and federal agencies to return certain Native American cultural items—such as human remains, funerary objects, sacred objects, or objects of cultural patrimony—to lineal descendants or culturally affiliated Indian tribes.

5.17.2.2 State Regulations

California Senate Bill 18

Senate Bill (SB) 18 (California Government Code Section 65352.3) sets forth requirements for local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to aid in the protection of tribal cultural resources. The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning to protect or mitigate impacts on tribal cultural resources. The Tribal Consultation Guidelines: Supplement to General Plan Guidelines identifies the following contact and notification responsibilities of local governments:

- Prior to the adoption or any amendment of a general plan or specific plan, a local government must notify the appropriate tribes (on the contact list maintained by the NAHC) of the opportunity to conduct consultations for the purpose of preserving, or mitigating impacts to, cultural places located on land within the local government's jurisdiction that is affected by the proposed plan adoption or amendment.

Tribes have 90 days from the date on which they receive notification to request consultation, unless a shorter timeframe has been agreed to by the tribe (Government Code Section 65352.3).

- Prior to the adoption or substantial amendment of a general plan or specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. The referral must allow a 45-day comment period (Government Code Section 65352). Notice must be sent regardless of whether prior consultation has taken place. Such notice does not initiate a new consultation process.
- Local government must send a notice of a public hearing, at least 10 days prior to the hearing, to tribes who have filed a written request for such notice (Government Code Section 65092).

California Assembly Bill 52

Assembly Bill (AB) 52 established a requirement under CEQA to consider "tribal cultural values, as well as scientific and archaeological values when determining impacts and mitigation." Public Resources Code (PRC) Section 21074(a) defines "tribal cultural resources" as "[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are either "[i]ncluded or determined to be eligible for inclusion in the California Register of Historical Resources" or "in a local register of historical resources." Additionally, defined cultural landscapes, historical resources, and archaeological resources may be considered tribal cultural resources (PRC Sections 21074(b), (c)). The lead agency may also in its discretion treat a resource as a tribal cultural resource if it is supported with substantial evidence.

In order to protect tribal cultural resources, lead agencies are required to offer consultation on CEQA documents to California Native American tribes traditionally and culturally affiliated with the project area prior to release of the CEQA document. Public Resources Code Section 21080.3.1(b) defines "consultation" as "the meaningful and timely process of seeking, discussing, and considering carefully the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement." Consultation must "be conducted in a way that is mutually respectful of each party's sovereignty [and] recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance." The consultation process is outlined as follows:

1. California Native American tribes traditionally and culturally affiliated with the project area submit written requests to participate in consultations.
2. Lead agencies are required to provide formal notice to the California Native American tribes that requested to participate within 14 days of the lead agency's determination that an application package is complete or decision to undertake a project.
3. California Native American tribes have 30 days from receipt of notification to request consultation on a project.
4. Lead agencies initiate consultations within 30 days of receiving a California Native American tribe's request for consultation on a project.
5. Consultations are complete when the lead agencies and California Native tribes participating have agreed on measures to mitigate or avoid a significant impact on a tribal cultural resource, or after a reasonable effort in good faith has been made and a party concludes that a mutual agreement cannot be reached (PRC Sections 21082.3(a), (b)(1)-(2); 21080.3.1(b)(1)).

AB 52 requires that the CEQA document disclose significant impacts on tribal cultural resources and discuss feasible alternatives or mitigation to avoid or lessen an impact.

California Health and Safety Code, Section 7050.5

This code requires that if human remains are discovered on a project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause

of any death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation, or to his or her authorized representative. If the coroner determines that the remains are not subject to his or her authority and recognizes or has reason to believe the human remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the NAHC.

California Public Resources Code, Sections 5097.9 to 5097.991

Public Resources Code Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods.

5.17.2.3 Local and Regional Regulations

City of Perris General Plan 2030

The City of Perris General Plan Conservation Element contains the following policies related to tribal cultural resources that are applicable to the Project:

- Policy IV.A.1** For all private and public projects involving new construction, substantial grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.
- Policy IV.A.2** For all projects subject to CEQA, applicants will be required to submit results of an archaeological records search request through the Eastern Information Center, at the University of California, Riverside.
- Policy IV.A.3** Require Phase I Surveys for all projects located in areas that have not previously been surveyed for archaeological or historic resources, or which lie near areas where archaeological and/or historic sites have been recorded.
- Policy IV.A.5** Identify and collect previous surveys of cultural resources. Evaluate such resource and consider preparation of a comprehensive citywide inventory of cultural resources including both prehistoric sites and man-made resources.
- Policy IV.A.6** Create an archive for the City wherein all surveys, collections, records and reports can be centrally located.
- Policy IV.A.7** Strengthen efforts and coordinate the management of cultural resources with other agencies and private organizations.

5.17.3 ENVIRONMENTAL SETTING

The following information in this subsection is based on the Phase I Cultural Resources Assessment, included as EIR Appendix H.

The Specific Plan Area is within an area where the traditional use territories of the Gabrielino, Luiseño, and Cahuilla peoples. Due to the nature of prehistoric archaeological sites identified by the Phase I Cultural Resources Assessment, the prehistoric setting discussion begins at the Paleo Indian Period (11,500 to circa 9,000 years ago). Paleo Indians were likely attracted to multiple habitat types, including mountains,

marshlands, estuaries, and lakeshores. These people likely subsisted using more generalized hunting, gathering, and collecting of birds, mollusks, and large and small animals.

The Archaic Period (circa 9,000 to 1,300 years ago) was a period where increased moisture allowed for more extensive occupation of the region. The material culture related to this time period includes mortar and pestle, dart points, and arrow points. The shifts in food processing technologies during each of these phases indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource.

Approximately 1,500 years ago, during the Late Prehistoric Period, bow and arrow technology started to emerge. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. The shift in material culture assemblages is largely attributed to the emergence of Takic-speaking people who entered California from the east.

Takic-speaking groups continued to intensify through the Protohistoric Period (410 to 180 years ago). Three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory.

The Phase I Cultural Resources Assessment identified 24 prehistoric resources within one mile of the Specific Plan Area. These prehistoric resources include 20 bedrock milling sites, one habitation site with pictographs, two pictograph sites, and one isolate. None of the archeological resources are within the Specific Plan Area.

Currently, the site is mostly vacant except for two single-family residences, remnants of two previously demolished residences, and Val Verde Elementary School. The rest of the Specific Plan Area has been disturbed from past use as agricultural fields and from modern disking. The Project vicinity (within a 1-mile radius of the Specific Plan Area) is listed on the NAHC Sacred Lands File.

5.17.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines indicates that a Project could have a significant effect if it were to:

- TCR-1 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
- TCR-2 Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

5.17.5 METHODOLOGY

The tribal cultural resources analysis is based on the Phase I Cultural Resources Assessment and consultation carried out by the City of Perris pursuant to SB 18 and AB 52. The Phase I Cultural Resources Assessment included an archaeological and historical records search, completed at the Eastern Information Center for the Specific Plan Area. Pedestrian surveys were conducted at the Specific Plan Area; see Section 5.5.5 for details on the methodology. The NAHC was contacted to perform a Sacred Lands File search; and local Native American tribes were contacted to elicit local knowledge of cultural resource issues related to the Project.

5.17.6 ENVIRONMENTAL IMPACTS

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

IMPACT TCR-1: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE § 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS: (I) LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN A LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K).

Specific Plan Area

Less than Significant with Mitigation Incorporated. AB 52 and SB 18 require meaningful consultation between lead agencies and California Native American tribes regarding potential impacts on tribal cultural resources. Tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either eligible or listed in the California Register of Historical Resources or local register of historical resources (PRC Section 21074). On November 9, 2023, a Sacred Lands File search and a list of Native American tribes who may have knowledge of cultural resources in the Project area was requested by BFSa from the NAHC. On December 26, 2023, the NAHC responded with a list of Native American tribes and that the Sacred Lands File search yielded positive results for known tribal cultural resources or sacred lands within a 1-mile radius of the Specific Plan Area. To identify if any known tribal cultural resources are potentially located within the Specific Plan Area, the City sent notices on July 27, 2024 regarding the Project to the Native American tribes provided by the NAHC.

In compliance with AB 52 and SB 18, the City of Perris sent notices regarding the Project on July 27, 2024 to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Soboba Band of Luiseño Indians
- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Pechanga Band of Indians
- Rincon Band of Luiseño Indians

A response was received from the Agua Caliente Band of Cahuilla Indians on August 20, 2024, requesting more information and applicable documents related to the Project as well as consultation for the Project. Another response was received from the Rincon Band of Luiseño Indians on August 20, 2024. On October 10, 2024, the Pechanga Band of Indians also requested consultation on the Project. The Tribes stated that the Specific Plan Area is potentially sensitive for buried cultural resources and requested Tribal Monitors to be present onsite during all ground disturbing activities. During the course of the tribal consultation process, no Native American tribe provided the City with substantial evidence indicating that tribal cultural resources, as defined in Public Resources Code Section 21074, are present within the Specific Plan Area or have been found previously on the Specific Plan Area. However, due to the Specific Plan Area's location in an area where Native American have been discovered, there is the possibility that archaeological resources, including tribal cultural resources, could be encountered during ground disturbing construction activities. As such, Mitigation Measures CUL-1 and CUL-2 are included to require monitoring assistance by one of the consulting Tribes and measures for the inadvertent discovery of cultural resources, including human remains. With implementation of General Plan policies and Mitigation Measures CUL-1 and CUL-2, potential impacts to tribal cultural resources would be less than significant.

IMPACT TCR-2: THE PROJECT WOULD NOT CAUSE A SUBSTANTIAL ADVERSE CHANGE IN THE SIGNIFICANCE OF A TRIBAL CULTURAL RESOURCE, DEFINED IN PUBLIC RESOURCES CODE § 21074 AS EITHER A SITE, FEATURE, PLACE, CULTURAL LANDSCAPE THAT IS GEOGRAPHICALLY DEFINED IN TERMS OF THE SIZE AND SCOPE OF THE LANDSCAPE, SACRED PLACE, OR OBJECT WITH CULTURAL VALUE TO A CALIFORNIA NATIVE AMERICAN TRIBE, AND THAT IS A RESOURCE DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1. IN APPLYING THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1, THE LEAD AGENCY SHALL CONSIDER THE SIGNIFICANCE OF THE RESOURCE TO A CALIFORNIA NATIVE AMERICAN TRIBE.

Less than Significant with Mitigation Incorporated. In accordance with Public Resource Code Section 5024.1(c), a resource is considered historically significant if it meets at least one of the following criteria:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Associated with the lives of persons important to local, California or national history;
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation.

As discussed previously and within the Cultural Resources Assessment included as EIR Appendix H, the Specific Plan Area contains no known resources significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. During consultation between the City and the Agua Caliente Band of Cahuilla Indians and the Rincon Band of Mission Indians, the Project was determined to result in less-than-significant impacts with implementation archaeological monitoring during ground-disturbing construction activities as mitigation. Mitigation Measures CUL-1 and CUL-2 are included requiring that an archaeological and Native American observer be present for all ground disturbing activities to monitor for any unexpected resources that may be unearthed during these activities. With implementation of Mitigation Measures CUL-1 and CUL-2, potential impacts to tribal cultural resources would be less than significant.

As discussed in Section 5.5, *Cultural Resources*, in the unlikely event that human remains are encountered during grading or soil disturbance activities, compliance with the established regulatory framework (i.e., California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98) would provide that any potential impacts to human remains and tribal cultural resources would be less than significant.

5.17.7 CUMULATIVE IMPACTS

The cumulative tribal cultural resource impact assessment considers the development of the Project in conjunction with other development projects, as listed in Section 5.0 of this EIR, in the context of the influence areas of the tribes in the Riverside County region. There is potential for tribal cultural resources to be uncovered during construction activities from the Project. Other development projects within the region would have a similar potential to uncover tribal cultural resources. Cumulative impacts would be reduced by each development project's compliance with applicable regulations, consultations required by SB 18 and/or AB 52, and project-specific mitigation. Project implementation of Mitigation Measures CUL-1 and CUL-2 would reduce potential project-level impacts to less than significant, and the Project's contribution for cumulatively

significant impacts on inadvertent discoveries on tribal cultural resources would also be reduced to a less than significant level.

5.17.8 EXISTING REGULATIONS

- California Government Code Sections 5097.9-5097.99
- California Health and Safety Code Section 7050.5

5.17.9 PROJECT DESIGN FEATURES

None.

5.17.10 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Without mitigation the following impacts would be **potentially significant**:

- Impact TCR-1: Earth-disturbing activities during construction may inadvertently uncover tribal cultural resources.
- Impact TCR-2: Inadvertent discovery of subsurface artifacts may be of Native American heritage and be potentially significant.

5.17.11 MITIGATION MEASURES

Mitigation Measure CUL-1: As listed previously in Section 5.5, *Cultural Resources*.

Mitigation Measure CUL-2: As listed previously in Section 5.5, *Cultural Resources*.

5.17.12 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Mitigation Measures CUL-1 and CUL-2, in addition to existing regulatory programs and requirements described in this section and Section 5.5, *Cultural Resources*, would reduce potential impacts associated with tribal cultural resources as discussed under Impacts TCR-1 and TCR-2 to a less than significant level. Therefore, no significant and unavoidable adverse impacts related to tribal cultural resources would occur.

5.17.13 REFERENCES

Brian F. Smith and Associates, Inc. (July 2024). *Phase I Cultural Resources Survey for the Harvest Landing Retail Center & Business Park Project. (Appendix H)*

City of Perris. (April 2005a). *City of Perris General Plan 2030*. Retrieved July 28, 2023, from <https://www.cityofperris.org/departments/development-services/general-plan>.

City of Perris. (April 2005b). *Environmental Impact Report, City of Perris General Plan 2030*. Retrieved July 28, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>.

5.18 Utilities and Service Systems

5.18.1 INTRODUCTION

This section of the Draft EIR evaluates the potential effects on utilities and service systems from implementation of the proposed Project by identifying anticipated demand and existing and planned utility availability. This includes water supply and infrastructure, wastewater, drainage, and solid waste, electric power, natural gas, and telecommunications. Information in this section is based, in part, on the following documents and resources:

- *City of Perris General Plan 2030*, Adopted 26 April 2005
- *City of Perris General Plan 2030 Environmental Impact Report*, Certified 26 April 2005
- *Perris Municipal Code*
- *Final Water Supply Assessment*, Prepared by the Eastern Municipal Water District (EIR Appendix U)
- *2020 Eastern Municipal Water District Urban Water Management Plan*, Water Systems Consulting, Inc. July 2021

Because CEQA focuses on physical environmental effects, this section analyzes whether increases in demand for utilities as a result of implementation of the Project would result in significant adverse physical environmental effects. For example, an increase in wastewater generation, by itself, would not be considered a physical change in the environment; however, physical changes in the environment resulting from the construction of new facilities or an expansion of existing wastewater facilities could constitute a significant impact under CEQA.

5.18.2 WATER

5.18.2.1 Water Regulatory Setting

State Water Regulatory Setting

California Urban Water Management Planning Act

Section 10610 of the California Water Code established the California Urban Water Management Planning Act, requires urban water suppliers to initiate planning strategies to ensure an appropriate level of reliability in its water service. The California Urban Water Management Planning Act states that every urban water supplier that provides water to 3,000 or more customers, or that annually provides more than 3,000 acre-feet of water service, should make every effort to ensure the appropriate level of reliability in its water service to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The California Urban Water Management Planning Act describes the contents of Urban Water Management Plans (UWMPs) as well as methods for urban water suppliers to adopt and implement the plans.

Water Conservation Act of 2009, Senate Bill X7-7

The Water Conservation Act of 2009 (Senate Bill [SB] X7-7) was enacted in November 2009 and requires that all water suppliers increase their water use efficiency. The Water Conservation Act set the goal of achieving a 20 percent reduction in urban per capita water use statewide by 2020. Retail water agencies were required to set targets and track progress toward decreasing daily per capita urban water use in their service areas, in order to assist the State in meeting its 20 percent reduction goal by 2020. The Eastern

Municipal Water District (EMWD) is responsible for preparing a UWMP in compliance with the Water Conservation Act.

Senate Bill 610

SB 610 requires public urban water suppliers with 3,000 or more service connections to identify existing and planned sources of water for planned developments of a certain size. It further requires the public water system to prepare a specified water supply assessment for projects that meet the following criteria:

- a) A proposed residential development of more than 500 dwelling units;
- b) A proposed shopping center employing more than 1,000 persons or having more than 500,000 square feet of floor space;
- c) A commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space;
- d) A hotel or motel, or both, with more than 500 rooms;
- e) An industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area; and
- f) A mixed-use project that includes one or more of the projects above.

The components of a water supply assessment include existing water demand, future water demand by the project, and must ensure that water is available for the project during normal years, a single dry year, and multiple dry years during a 20-year future projection period. The water supply assessment must also describe whether the project's water demand is accounted for in the water supplier's UWMP. Supplies of water for future water supply must be documented in the water supply assessment.

California Green Building Standards Code (CALGreen)

California Code of Regulations Title 24, Part 11, establishes the California Green Building Standards Code, or CALGreen. The CALGreen Code is updated every three years. It was recently updated in 2022 and is effective January 1, 2023. The CALGreen Code sets forth water efficiency standards (i.e., maximum flow rates) for all new plumbing and irrigation fittings and fixtures.

Local Water Regulatory Setting

City of Perris General Plan 2030

The City of Perris General Plan Conservation Element contains the following policies related to water resources that are applicable to the Project:

- Policy V.A.1** Work with Eastern Municipal Water District to ensure that development does not outpace projections consistent with the Water Districts Urban Water Management Plan.
- Policy V.A.2** Require use of new technologies and water conserving plant materials for landscaping.
- Policy VI.A.3** Participate with the Eastern Municipal Water District to develop and implement water conservation programs and to encourage use of water conserving technologies.

City of Perris Good Neighbor Guidelines

The City of Perris Good Neighbor Guidelines for Siting New and/or Modified Industrial Facilities were adopted in September 2022. The purpose of the Good Neighbor Guidelines is to protect residential areas in the City while allowing for the planned development of new or modified industrial facilities. The Guidelines apply to all new warehouse, logistics, and distribution facilities with applications submitted after September

2022. The Good Neighbor Guidelines contain the following policies related to water service systems that are applicable to future industrial developments within Phase 2 of the Specific Plan:

Policy 2.12 Require low energy use features, low water use features, all-electric vehicles (EV) parking spaces and charging facility, carpool/vanpool parking spaces, and short- and long-term bicycle parking facilities (Title 24 of the California Code of Regulations – CALGreen).

Policy 5.10 Applicant and City staff should look beyond the immediate development footprint and look for opportunities to enhance the surrounding community through upgrades such as street paving, walls, bicycle lanes, bus turnouts, landscaping and other types of infrastructure improvements.

5.18.2.2 Water Environmental Setting

The Specific Plan Area is located within the water service area of the EMWD, which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. The EMWD's water system includes 2,500 miles of transmission and distribution water mains, four operating regional water reclamation facilities, three groundwater desalters, and two freshwater filtration facilities (EMWD, 2021a).

The EMWD UWMP is a tool that provides a summary of anticipated water supplies and demands for the next 20 years for the region that the EMWD services including most of the City of Perris, other cities, and unincorporated areas in Riverside County.

Water Supply

The EMWD has four sources of water supply: imported water from the Metropolitan Water District of Southern California (MWD), local groundwater, desalinated groundwater, and recycled water (EMWD 2021a). The EMWD's water supply is a combination of purchased or imported water, groundwater, and recycled water. Table 5.18-1 summarizes the EMWD's current retail and wholesale water supplies. As shown on Table 5.18-1, in 2022 the EMWD obtained the majority of its potable water supply from purchased or imported water from the MWD.

Table 5.18-2 summarizes the EMWD's projected retail and wholesale water supplies. As shown in Table 5.18-2, the EMWD estimates that water supplies in the future are anticipated to be obtained through a similar mix of purchased or imported water, groundwater, and recycled water. The 2020 UWMP anticipates that the EMWD's water supply will increase from 204,800 acre-feet in 2025 to 239,200 acre-feet in 2045 (increase of 42,600 acre-feet per year) to meet the EMWD's anticipated growth in water demands.

Table 5.18-1: EMWD Water Supply 2023

Water Supply	Source	Volume (acre-feet)
RETAIL		
Imported – Treated	Metropolitan Water District	31,582
Imported – EMWD Treated	Metropolitan Water District	23,585
Imported - Raw	Metropolitan Water District	418
Groundwater	San Jacinto Groundwater Basin	7,347
Desalination	San Jacinto Groundwater Basin	13,532
Recycled Water	Regional Water Reclamation Facilities	45,322
Retail Total		121,786
WHOLESALE		
Imported – Treated	Metropolitan Water District	7,857
Imported - Raw	Metropolitan Water District	21,299
Imported – Recharge (Raw)	Metropolitan Water District	16,287
Recycled Water	Regional Water Reclamation Facilities	712
Wholesale Total		46,155
Combined Total		167,941

Source: EIR Appendix U

Table 5.18-2: EMWD Projected Water Supply (acre-feet)

Water Supply	Source	2025	2030	2035	2040	2045
RETAIL						
Imported	Metropolitan Water District	66,447	72,147	70,247	74,747	78,847
Groundwater	San Jacinto Groundwater Basin	18,753	18,753	18,753	18,753	18,753
Desalination	San Jacinto Groundwater Basin	13,400	13,400	13,400	13,400	13,400
Other	Purified Water Replenishment (IPR)	4,000	4,000	12,000	12,000	12,000
Recycled Water	Regional Water Reclamation Facilities	39,230	44,920	42,200	47,500	51,800
Retail Total		141,830	153,220	156,600	166,400	174,800
WHOLESALE						
Imported	Metropolitan Water District	50,700	44,900	46,900	49,200	51,300
Imported	Soboba Settlement Water	7,500	7,500	7,500	7,500	7,500
Recycled Water	Regional Water Reclamation Facilities	4,770	5,180	5,600	5,600	5,600
Wholesale Total		62,970	57,580	60,000	62,300	64,400
Combined Total		204,800	210,800	216,600	228,700	239,200

Source: EMWD, 2021a

The 2045 projections anticipate that approximately 58 percent of supply would be from imported water, approximately 8 percent would be from groundwater, approximately 24 percent from recycled water, approximately 6 percent from desalination, and approximately 4 percent from other sources. Additionally, according to the UWMP, the EMWD has adequate supplies to serve 100 percent of its customers during normal, dry, and multiple dry year demand through 2045 with projected population increases and accompanying increases in water demand (EMWD, 2021a).

Groundwater: The EMWD produces potable groundwater from two groundwater management plan areas within the San Jacinto Groundwater Basin. Both management plan areas are part of the San Jacinto Groundwater Basin (DWR Bulletin 118 Groundwater Basin Number 8-05). The areas are the West San Jacinto Groundwater Sustainability Agency Plan Area (West San Jacinto Basin) and the Hemet/San Jacinto Water Management Plan area (Hemet/San Jacinto Basin). The EMWD also owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. These plants not only provide a reliable source of potable water, but they also protect potable sources of groundwater and support the EMWD's groundwater salinity management program.

Imported Water: The EMWD is a member agency of the MWD and relies on the MWD to provide the majority of its potable water supply and a small percent of its non-potable water supply. The northern portion of the EMWD's service area is supplied by the MWD's Mills Water Filtration Plant, while the southeastern portion of the EMWD's service area is supplied by the MWD's Skinner Water Filtration Plant. Untreated water from the MWD is treated at the EMWD's Perris and Hemet Water Filtration Plants and is also delivered directly to a number of agricultural and wholesale customers.

The EMWD's water supply reliability is primarily established through the MWD. In the 2020 MWD UWMP, the reliability of water deliveries from the State Water Project and the Colorado River Aqueduct were assessed by the MWD. The MWD determined that its water sources will continue to provide a reliable supply to its member agencies during normal, single dry, and multiple dry years during the UWMP planning horizon. Unprecedented shortages are addressed in the Water Shortage Contingency Analysis and Catastrophic Supply Interruption Planning portions of the MWD UWMP.

Recycled Water: Recycled water is used extensively within the EMWD's service area in place of potable water. This offset to municipal demand comes from recycled water use to irrigate landscape and for industrial purposes. The majority of the EMWD's agricultural customers also use recycled water, in some cases, in lieu of groundwater production. The EMWD's recycled water supply will expand as the population within the EMWD's service area continues to grow. The EMWD currently uses all of its recycled water and is limited only by the amount available to serve during peak demands and by system losses. The EMWD stores recycled water during low demand periods and does not discharge recycled water. The EMWD anticipates that this will continue even as the supply grows via programs to retrofit additional landscape customers currently using potable water and future indirect potable recharge (EMWD, 2021a).

Surface Water: The 2020 UWMP states that EMWD currently has the right to divert up to 5,760 acre-feet per year of San Jacinto River flows for recharge and subsequent use from September 1st through June 30th each year. The EMWD's diverted water is recharged into the groundwater aquifer of the Canyon Groundwater Management Zone and is not used for direct use or sale. The San Jacinto River is an ephemeral river and, consequently, river flows may be insufficient for any diversion at all in some years (EMWD, 2021a).

Water Demand

The EMWD delivers water to both retail customers and to wholesale customer agencies. The EMWD's primary retail customers can be divided into residential, commercial, industrial, institutional, landscape and agricultural irrigation sectors with the residential sector being the EMWD's largest customer segment. Actual

2020 water demand and projected water demand are shown in Table 5.18-3. As shown, the demand for water is projected by EMWD to increase by 21,000 between 2025 and 2045.

Projected demands for the 2020 UWMP were developed using information about planned development and land use. To track new developments, the EMWD updates a Geographic Information System database that tracks proposed development quarterly. Growth rates were based on a forecast of future population prepared by the Southern California Association of Governments. The EMWD's growth forecasts include both the retail and wholesale service areas. The EMWD's retail demand projections include the water savings needed to meet the Water Conservation Act of 2009 requirements. Wholesale demand projections are based on communications with sub agencies and respective growth projections for those agencies.

Table 5.18-3: Demands for Potable and Raw Water (acre-feet)

Use Type	Actual 2020	Projected 2025	Projected 2030	Projected 2035	Projected 2040	Projected 2045
RETAIL						
Single-Family	52,162	66,900	71,700	76,700	80,500	84,000
Multi-Family	6,535	8,500	9,100	9,700	10,200	10,600
Commercial	4,267	6,100	6,500	7,000	7,300	7,600
Industrial	571	600	600	700	700	700
Institutional	1,629	2,700	2,900	3,100	3,200	3,400
Landscape	8,155	8,400	7,600	6,800	6,200	5,500
Agricultural	1,560	2,000	2,000	2,000	2,000	2,000
Other	1,287	0	0	0	0	0
Losses	8,507	7,400	7,900	8,400	8,800	9,200
Total	84,673	102,600	108,300	114,400	118,900	123,000
WHOLESALE						
Groundwater Recharge	6,467	7,500	7,500	7,500	7,500	7,500
City of Perris Water System	1,685	1,800	1,900	2,100	2,200	2,300
Western Municipal Water District (Murrieta)	1,809	1,000	1,300	1,600	2,000	2,300
Nuevo Water Company	409	500	1,000	1,100	1,200	1,200
Rancho California Water District	25,028	42,300	35,200	36,200	37,500	38,800
Lake Hemet Municipal Water District	986	5,100	5,500	5,900	6,300	6,700
City of Hemet	0	0	0	0	0	0
City of San Jacinto	0	0	0	0	0	0
Total	36,384	58,200	52,400	54,400	56,700	58,800
COMBINED TOTAL	121,057	160,800	160,700	168,800	175,600	181,800

Source: EMWD, 2021a

Water Infrastructure

Within the immediate vicinity of the Specific Plan Area, Indian Avenue contains a 24-inch water line, Placentia Avenue contains a 12-inch water line, North Perris Boulevard contains an 18-inch water line, Orange Avenue west of Indian Avenue contains an 8-inch water line, and Orange Avenue east of Barrett Avenue contains a 12-inch water line.

5.18.2.3 Water Thresholds of Significance

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-1 Require or result in the construction of new water facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-2 Have sufficient water supplies available to serve the project and reasonably foreseeable development during normal, dry, and multiple dry years.

5.18.2.4 Water Methodology

The evaluation of water supply required to service buildout of the Specific Plan is based on the Water Supply Assessment prepared for the Project by the EMWD. The assessment quantifies the amount of water that would be required to support operation of the Project and compares the demand to the EMWD's available water supply to identify if sufficient water supplies available to serve the Project and reasonably foreseeable development during normal, dry, and multiple dry years. Additionally, the existing water supply infrastructure that serves the Specific Plan Area was identified and evaluated to ensure design capacity would be adequate to supply the Specific Plan Area, or to identify if expansions beyond those proposed would be required to serve the proposed development.

5.18.2.5 Water Environmental Impacts

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the Multiple Business Use (MBU) designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2

area, including the overlay area, would include up to 4,007,955 square feet of building area.¹ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

For water supply, this section provides a project-level analysis of buildout of the Specific Plan based on the Water Supply Assessment prepared by EMWD.

IMPACT UT-1: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Specific Plan Area

Less than Significant Impact. The Specific Plan would redevelop the 358.28-acre Specific Plan Area with industrial, office, and business park uses, which is currently served by the EMWD's water infrastructure. As discussed above, the Specific Plan Area contains a 24-inch water line in Indian Avenue, a 12-inch water line in Placentia Avenue, an 18-inch water line in North Perris Boulevard, an 8-inch water line in Orange Avenue west of Indian Avenue, and a 12-inch water line in Orange Avenue east of Barrett Avenue. These water pipelines currently provide water supplies to the Specific Plan and surrounding adjacent areas.

However, the Specific Plan's projected water demand increase of 561.68 acre-feet per year, as calculated in Impact UT-2, would require upgrades to some of the existing water mains in the Specific Plan Area due to insufficient transmission capacity for the Project's water demands. To accommodate the increase in capacity, the Project would include construction of a new 8-inch diameter waterline along Barrett Avenue and an 8-inch waterline in Orange Avenue. In addition, the Project would include construction of an 8-inch waterline in Frontage Road which would connect to a new 8-inch waterline in Walmart Supercenter Drive. The Project would abandon the existing water well southeast of the Perris Boulevard and Orange Avenue intersection and the existing water well at the 2364 Indian Avenue property in the Specific Plan Area and would drill a new well within the WQMP area. Water from the new well would be pumped and used for irrigation of proposed landscaping.

The new on-site water system would convey water supplies to the proposed business park, community shopping center, commercial big box retail, and landscaping through plumbing/landscaping fixtures that would be compliant with the CALGreen Code for efficient use of water.

The construction activities related to the new water infrastructure that would be needed to serve the proposed industrial and commercial uses under Specific Plan buildout is included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, construction emissions for excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*. Further, construction noise levels related to the new water infrastructure are discussed in Section 5.12, *Noise*. Therefore, the proposed Project would not result in the construction of additional new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and potential impacts would be less than significant.

¹ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

IMPACT UT-2: THE PROJECT WOULD HAVE SUFFICIENT WATER SUPPLIES AVAILABLE TO SERVE THE PROJECT AND REASONABLY FORESEEABLE DEVELOPMENT DURING NORMAL, DRY, AND MULTIPLE DRY YEARS.

Specific Plan Area

Less than Significant Impact. The Project would redevelop the Specific Plan Area with approximately 358.28 acres of business park, warehouse, and commercial uses. The Water Supply Assessment prepared for the Specific Plan estimated the proposed Project's water demands using the developed acreage attributed to each use type in comparison to the demands estimated for the Specific Plan Area based on the 2020 UWMP. In the EMWD 2020 UWMP, demand projections for the Specific Plan were estimated based on agriculture, warehouse, business park/light industrial, commercial retail, public facilities elementary school, and medium, medium-high, high and very-high density residential land uses according to the existing Harvest Landing Specific Plan land uses and the existing General Plan land use designations. Based on demand projections for each use type, the 2020 UWMP estimated that the Project site would have a total water demand of 739.23 acre-feet per year (EIR Appendix U). The proposed Specific Plan Amendment land uses and demand projections for each use type, buildout of the Specific Plan would result in a total water demand of 561.68 acre-feet per year, as shown in Table 5.18-4. Therefore, the Project's water demand is within the projected estimate and accounted for in the EMWD's 2020 UWMP.

Table 5.18-4: Specific Plan Buildout Water Demand

Land Use Category	Average Day Demand (gallons per day)	Annual Demand (acre-feet per year)
Business Park/Light Industrial	337,920	378.78
Warehouse	60,385	67.69
Commercial Retail	102,784	115.21
Total	501,089	561.68

Source: EIR Appendix U

The UWMP assessed the projected water demand and supply in the EMWD service area and concluded that the EMWD has an adequate water supply to meet demands under all climatic conditions (normal, single-dry, and multiple-dry years) through 2045. Further, the EMWD anticipates an increase in industrial demand from 571 acre-feet per year in 2020 to 700 acre-feet per year in 2045, in commercial demand from 4,267 acre-feet per year in 2020 to 7,600 acre-feet per year in 2045, and in total demand from 84,673 acre-feet per year in 2020 to 123,000 acre-feet per year in 2045 within the service area (see Table 5.18-3). The 2020 EMWD UWMP anticipates that the EMWD's water supply will increase from 204,800 acre-feet in 2025 to 239,200 acre-feet in 2045 (increase of 34,400 acre-feet) to meet the EMWD's anticipated growth in water demands (See Table 5.18-2).

Based on the above, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand at buildout, in addition to forecast demand for the EMWD's entire service area. Thus, potential impacts related to the need for new or expanded water supplies and entitlements would be less than significant.

5.18.2.6 Water Cumulative Impacts

Cumulative water supply impacts are considered on a water purveyor basis based on growth projections and are associated with the capacity of the infrastructure system and the adequacy of the water purveyor's

infrastructure and primary sources of water that include groundwater, surface water, and purchased or imported water.

As described previously, the Project site would connect to the existing and proposed water infrastructure in surrounding roadways. The construction activities related to the proposed off-site water infrastructure are included as part of the Project and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. For example, analysis of construction emissions for excavation and installation of the water infrastructure is included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions* and was determined to result in less-than-significant impacts. Thus, potential cumulative impacts from off-site water system expansions would not be generated by the Project.

As discussed above, the Project would result in an annual water demand of 561.68 acre-feet per year, which is within the projected demand calculated for the Project site by the EMWD 2020 UWMP. As determined by the EMWD 2020 UWMP, it is anticipated that existing and future water entitlements from groundwater, surface water, and purchased or imported water sources, plus recycling and conservation, would be sufficient to meet the Project's demand in addition to forecast demand for the EMWD's entire service area. As a result, the Project would not result in a cumulatively considerable increase in water supply demands that would require new or expanded entitlements, and cumulative impacts would be less than significant.

5.18.2.7 Water Existing Regulations

The following standard regulations and plans, programs, or policies would reduce potential impacts related to water supplies:

- California Code of Regulations Title 24, Part 11, the California Green Building Standards Code

5.18.2.8 Water Project Design Features

None.

5.18.2.9 Water Level of Significance Before Mitigation

Impacts UT-1 and UT-2 would be less than significant.

5.18.2.10 Water Mitigation Measures

No mitigation measures are required.

5.18.2.11 Water Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to water supplies or water infrastructure would occur.

5.18.3 WASTEWATER

5.18.3.1 Wastewater Regulatory Setting

Local Wastewater Regulatory Setting

The City of Perris General Plan 2030 does not contain policies related to wastewater treatment that are applicable to the Project.

5.18.3.2 Wastewater Environmental Setting

Wastewater Treatment

The EMWD provides wastewater collection, treatment, and recycled water services throughout its service area, including the Project site. The EMWD operates four regional water reclamation facilities within its service area: the San Jacinto Valley Regional Water Reclamation Facility, the Moreno Valley Regional Water Reclamation Facility, the Temecula Valley Regional Water Reclamation Facility, and the Perris Valley Regional Water Reclamation Facility. The four regional water reclamation facilities have a combined capacity of 84,010 acre-feet per year (EMWD, n.d.). The Perris Valley Regional Water Reclamation Facility is closest to the Specific Plan and has a treatment capacity of 22 million gallons per day or 24,643 acre-feet per year. The typical daily flows to the Perris Valley Regional Water Reclamation Facility are 15.5 million gallons per day of wastewater and the facility has an ultimate capacity of 100 million gallons per day (EMWD, 2021b).

Wastewater Infrastructure

Within the immediate vicinity of the Specific Plan Area, Orange Avenue contains a 12-inch sewer line, Barrett Avenue contains a 10-inch sewer line, and Indian Avenue contains an 8-inch sewer line north of Orange Avenue. A portion of Perris Boulevard, directly south of Orange Avenue, contains an 8-inch sewer line.

5.18.3.3 Wastewater Thresholds of Significance

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-3 Require or result in the construction of new wastewater facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects; or
- UT-4 Result in a determination by the wastewater treatment provider that would serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

5.18.3.4 Wastewater Service Methodology

The evaluation of wastewater infrastructure identifies if expansions beyond those proposed would be required to serve the proposed Project, and if those expansions have the potential to result in an environmental impact.

5.18.3.5 Wastewater Environmental Impacts

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.² The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT UT-3: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW WASTEWATER FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Specific Plan Area

Less than Significant Impact. The Project area is currently served by EMWD wastewater service, which provides 12-inch sewer line in Orange Avenue, a 10-inch sewer line in Barrett Avenue, and an 8-inch sewer line in Indian Avenue north of Orange Avenue. A portion of Perris Boulevard, directly south of Orange Avenue, contains an 8-inch sewer line.

² The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

The Project would install a new on-site and off-site sewer system that includes a new 15-inch sewer main in Perris Boulevard. The new 15-inch sewer main in Perris Boulevard would connect to the existing 15-inch sewer in Perris Boulevard and would travel south on Perris Boulevard and east on Nuevo Road to Murrieta Road for approximately 8,344 linear feet, as shown on Figure 3-27, *Sewer Infrastructure Improvements*.

As previously described, the construction activities related to the on-site sewer infrastructure that would be needed to serve the Project is included as part of the Project as a whole and would not result in any physical environmental effects beyond those identified throughout this Draft EIR. Construction emissions for excavation and installation of the on-site sewer infrastructure are included in Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*, and were determined to result in less-than-significant impacts. Further, the sewer improvements would be consistent with EMWD sewer plans and no unplanned extensions or expansions to existing sewer or wastewater treatment systems serving the region would be required. Therefore, the Project would not result in the construction of sewer water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and potential impacts would be less than significant.

IMPACT UT-4: THE PROJECT WOULD NOT RESULT IN A DETERMINATION BY THE WASTEWATER TREATMENT PROVIDER THAT WOULD SERVE THE PROJECT THAT IT DOES NOT ADEQUATE CAPACITY TO SERVE THE PROJECT'S PROJECTED DEMAND IN ADDITION TO THE PROVIDER'S EXISTING COMMITMENTS.

Specific Plan Area

Less than Significant Impact. As described previously, the Perris Valley Regional Water Reclamation Facility is closest to the Specific Plan and has a treatment capacity of 22 million gallons per day or 24,643 acre-feet per year. The typical daily flows to the Perris Valley Regional Water Reclamation Facility are 15.5 million gallons per day of (EMWD, 2021b). Therefore, the facility has a remaining capacity of approximately 6.5 million gallons per day. As shown in Table 5.18-5, based on sewer generation factors provided in the City of Perris General Plan EIR, the Project would result in 2.98 million gallons per day of wastewater.

Table 5.18-5: Specific Plan Buildout Wastewater Generation

Land Use Category	Generation Factor ¹	Wastewater Generation (gpd)	Wastewater Generation (mgpd)
Business Park and Phase 2	500 gpd/1,000 SF	2,867,767.5	2.87
Commercial Retail	300 gpd/1,000 SF	128,552.1	0.11
Total	-	2,996,319.6	2.98

Notes: SF (square feet); gpd (gallons per day); mgpd (million gallons per day)

¹ City of Perris General Plan EIR Table 4.10.2-1

Full buildout of the Specific Plan would utilize approximately 46 percent of the Perris Valley Regional Water Reclamation Facility's current daily excess treatment capacity. As such, the Project's wastewater demand would be within the Perris Valley Regional Water Reclamation Facility's current and ultimate daily excess treatment capacity and buildout of the Specific Plan would not result in a capacity constraint related to serving the Project in addition to EMWD's existing commitments. Therefore, the proposed Project would result in less-than-significant impacts related to wastewater treatment capacity.

5.18.3.6 Wastewater Cumulative Impacts

Cumulative wastewater infrastructure impacts are considered on a systemwide basis based on projected growth and are associated with the overall capacity of existing and planned infrastructure. The cumulative system evaluated includes the sewer system that serves the Project site and conveys wastewater to the Perris

Valley Regional Water Reclamation Facility. As shown in Table 5-1 and Figure 5-1, there are multiple cumulative projects within the vicinity of the proposed Project that would be served by the Perris Valley Regional Water Reclamation Facilities. Each cumulative project would be required to undergo review by EMWD and CEQA review to ensure that the Perris Valley Regional Water Reclamation Facility has adequate capacity.

As described previously, the existing and proposed sewer system and existing wastewater treatment plant would have sufficient capacity to handle the increased flows resulting from implementation of the Project. The continued regular assessment, maintenance, and upgrades of the sewer system by EMWD would reduce the potential of cumulative development projects to result in a cumulatively substantial increase in wastewater such that new or expanded facilities would be required. Thus, increases in wastewater in the sewer system would result in a less-than-significant cumulative impact.

5.18.3.7 Wastewater Existing Regulations

The following standard regulations and plans, programs, or policies would reduce potential impacts related to wastewater:

- California Code of Regulations Title 24, Part 11, the California Green Building Standards Code

5.18.3.8 Wastewater Project Design Features

None.

5.18.3.9 Wastewater Level of Significance Before Mitigation

Impacts UT-3 and UT-4 would be less than significant.

5.18.3.10 Wastewater Mitigation Measures

No mitigation measures are required.

5.18.3.11 Wastewater Level of Significance After Mitigation

No significant unavoidable adverse impacts related to wastewater infrastructure would occur.

5.18.4 STORMWATER DRAINAGE

5.18.4.1 Stormwater Regulatory Setting

Local Stormwater Regulatory Setting

Perris Municipal Code

Chapter 14.22 (Storm Water/Urban Runoff Management and Discharge Control): This chapter sets forth the requirements for preparation of project-specific Water Quality Management Plans (WQMP). A site specific WQMP shall identify best management practices (BMPs) to ensure that water quality of receiving waters is not degrading following a development project. New projects are required to submit a project specific WQMP prior to the first discretionary project approval or permit.

5.18.4.2 Stormwater Environmental Setting

The Specific Plan is partially developed and contains approximately 30,000 square feet of impervious area. Topographically, the site is relatively flat with elevations ranging from 1,435 to 1,480 feet above mean sea level. Existing on-site runoff sheet-flows eastward until reaching Perris Boulevard where it is collected by City and County storm drain facilities and discharged into the Perris Valley Channel (see EIR Appendix P). In addition, two ephemeral drainage features occur on-site. Drainage 1 enters the site from the lower western boundary of the Project site (in the Phase 1 area) through a 60-inch box culvert originating from underneath Frontage Road. The drainage runs from west to east within the Project site, extending from Frontage Road and terminating within the Project site. Additionally, Drainage 2 is a roadside ditch which extends from the western boundary of the site at the northeast corner of Orange Avenue and Frontage Road to the northwest corner of Orange Avenue and Barrett Avenue (see EIR Appendix F). Drainage 2 is located within the Phase 1 roadway improvement area for Orange Avenue.

5.18.4.3 Stormwater Thresholds of Significance

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-5 Require or result in the construction of new stormwater drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects.

5.18.4.4 Stormwater Methodology

The evaluation of stormwater drainage infrastructure quantifies the amount of impervious surfaces and stormwater runoff that would be generated from the proposed Project and identifies if runoff from the Project would be accommodated by the existing and proposed stormwater drainage infrastructure. The evaluation identifies if expansions beyond those proposed would be required to serve the proposed development, and if those expansions have the potential to result in an environmental impact.

5.18.4.5 Stormwater Environmental Impacts

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2 area, including the overlay area, would include up to 4,007,955 square feet of building area.³ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT UT-5: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF NEW DRAINAGE FACILITIES, OR EXPANSION OF EXISTING FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Less than Significant Impact.

Phase 1 Development

The Project would remove all existing drainage facilities, including onsite culverts and street gutters as part of Project construction. After completion of Project construction, the Specific Plan Area would have a greater amount of impermeable surfaces than currently exist. New stormwater drainage facilities that would be developed as part of Phase 1 would include a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and lift station. The bioretention basin would have a bottom surface area totaling 76,615 square feet and a design treatment capacity of 137,907 cubic feet. The basin would be surrounded by walking paths. In addition, new stormwater drainage facilities would include a 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Daniela Way, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Daniela Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of off-site flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

The proposed improvements would be installed pursuant to the Perris Valley Master Drainage Plan. Impacts associated with the Project's proposed off-site stormwater drainage infrastructure are included as part of the construction of the Project and would not result in any physical environmental effects beyond those identified throughout this EIR. As previously described, there are no environmental impacts that would occur specifically related to the Project's proposed stormwater drainage infrastructure. Therefore, potential Phase 1 impacts related to stormwater drainage infrastructure would be less than significant.

³ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Phase 2 Buildout

Operation of Phase 2 at buildout would be mostly consistent with impacts described under Phase 1. Developments within the Phase 2 area would be required to prepare project-specific WQMPs. Nevertheless, the Preliminary WQMP, included as EIR Appendix O, analyzed stormwater flows from the Phase 2 area in order to ensure that proposed drainage infrastructure would accommodate flows anticipated to result from future development within the Phase 2 area. Future development within Phase 2 would be required to submit a project-specific WQMP pursuant to Section 14.22.090 of the Perris Municipal Code. The WQMP would require that the drainage facilities proposed within the Phase 2 area be sized to be consistent with the MS4 permit requirements, the Perris Municipal Code, and the Riverside County Drainage Area Management Plan, and would be verified during the City's development permitting process. Therefore, the buildout of Phase 2 of the Specific Plan would not result in the construction of new or expanded unplanned storm water drainage facilities, the construction of which could cause significant environmental effects. Impacts would be less than significant.

5.18.4.6 Stormwater Cumulative Impacts

The geographic scope for cumulative impacts related to stormwater drainage includes the geographic area served by the existing stormwater infrastructure for the Project area, from capture of runoff through final discharge points. As described above, the Specific Plan would include installation of a surface and subsurface storm drain system that would be constructed pursuant to the Riverside County Drainage Area Management Plans. In addition, two bioretention basins would be installed on-site for additional stormwater capacity. Unless a project is within a hydromodification exemption area, State and regional regulations require development projects to maintain pre-project hydrology, such that no net increase of off-site stormwater flows would occur. Regional Water Quality Control Board permit conditions require a hydrology/drainage study to demonstrate that all runoff would be appropriately conveyed and not leave the Project site at rates exceeding pre-project conditions, prior to receipt of necessary permits. Development within exemption areas, such as the Specific Plan, would still require the review and approval of a WQMP to ensure post-development conditions have the capacity to retain at minimum, an 85th percentile, 24-hour storm event. As a result, increases of runoff from cumulative projects that could cumulatively combine to impact stormwater drainage capacity would not occur, and cumulative impacts related to drainage infrastructure would be less than significant.

5.18.4.7 Stormwater Existing Regulations

None.

5.18.4.8 Stormwater Project Design Features

None.

5.18.4.9 Stormwater Level of Significance Before Mitigation

Impact UT-5 would be less than significant.

5.18.4.10 Stormwater Mitigation Measures

No mitigation measures are required.

5.18.4.1.1 Stormwater Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to drainage would occur.

5.18.5 SOLID WASTE

5.18.5.1 Solid Waste Regulatory Setting

State Solid Waste Regulatory Setting

California Assembly Bill 341

On October 6, 2011, Governor Brown signed AB 341 establishing a State policy goal that no less than 75 percent of solid waste generated be source reduced, recycled, or composted by 2020, and requiring CalRecycle to provide a report to the Legislature that recommends strategies to achieve the policy goal.

California Green Building Standards Code (CALGreen)

Section 5.408.1 Construction waste diversion. Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste.

Section 5.410.1 Recycling by occupants. Provide readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of non-hazardous materials for recycling, including (at a minimum) paper, corrugated cardboard, glass, plastics, organic waste, and metals, or meet a lawfully enacted local recycling ordinance, if more restrictive.

5.18.5.2 Solid Waste Environmental Setting

The City of Perris contracts with a waste disposal company, CR&R Environmental Services, to collect and transport trash, recyclables, and green waste. In addition to normal trash collection, the County of Riverside also sponsors several hazardous waste collection events throughout the year. Waste is transported to the Perris Transfer Station and Materials Recovery Facility located at 1706 Goetz Road. At this facility, recyclable materials are separated from solid wastes. Recyclable materials are sold in bulk and transported for processing and transformation for other uses. Solid waste produced from the Perris Transfer Station is transported to the El Sobrante Landfill, located approximately 25 roadway miles southwest of the Specific Plan Area, and the Badlands Landfill, located approximately 15 roadway miles northeast of the Specific Plan Area. Table 5.18-6 lists the maximum capacity, maximum permitted capacity, and remaining capacity of each landfill. El Sobrante Landfill is expected to reach capacity by 2051 and Badlands Landfill is expected to reach capacity by 2059 (CalRecycle, 2024a).

Table 5.18-6: Specific Plan Buildout Wastewater Generation

Landfill	Maximum Capacity (tons per day)	Average Daily Tonnage (tons per day) ¹	Available Daily Disposal (tons per day)
El Sobrante	16,054	12,505.4	3,548.6
Badlands	5,000	3,394.84	1,605.16

¹Based on the total annual disposal for 2023. Calculations do not include the days the landfills are closed.

Source: CalRecycle, 2024a

5.18.5.3 Solid Waste Thresholds of Significance

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-6 Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
- UT-7 Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.18.5.4 Solid Waste Methodology

Solid waste generation from operation of the Project was estimated using the City's General Plan EIR solid waste generation factors derived for industrial uses. Solid waste volumes were then compared with recent estimates of remaining disposal capacity of the landfill serving the City. In addition, potential impacts related to compliance with solid waste regulations was evaluated by identifying how the proposed Project would be implement the relevant requirements.

5.18.5.5 Solid Waste Environmental Impacts

As detailed in Section 3.0, *Project Description*, the proposed Project includes a Specific Plan Amendment to modify the existing land uses and development of the Project site pursuant to the proposed new land uses over two phases that are summarized below.

Phase 1 Development

Within Phase 1, the Project would construct and operate a 139.89-acre business park with seven buildings including a parcel hub, high cube warehouses, and light industrial buildings that would total 1,727,579 square feet; construct and operate a 22.16-acre shopping center with buildings totaling 250,457 square feet; and construct and operate a 167,060 square foot big box store on a 24.33-acre site with a 12-pump gas station and two fast-food restaurant parcels for two restaurants that would each be approximately 5,500 square feet.

In addition, during construction of Phase 1 the Project would implement street improvements on Indian Avenue, Orange Avenue, Frontage Road, Perris Boulevard, Barrett Avenue, Harvest Landing Way, and Private Drive A; install drainage infrastructure improvements in Perris Boulevard, Barrett Avenue, Orange Avenue, Indian Avenue, and Private Drive A; implement sewer line improvements in Perris Boulevard; implement water lines improvements in Barrett Avenue, Orange Avenue, Frontage Road, Walmart Supercenter Drive; and install a new water well for landscaping irrigation in the proposed drainage basin. Construction and operation of the Phase 1 development is analyzed at a project-specific level within this section.

Phase 2 Buildout

The proposed amended Specific Plan buildout of the Phase 2 development area without inclusion of the overlay area would allow up to 3,659,693 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation, at a maximum floor area ratio of 0.75. Development of the 10.66-acre overlay area would include approximately 348,262 square feet of warehouse, light industrial, and/or manufacturing uses under the MBU designation. Total development within the Phase 2 area, including the

overlay area, would include up to 4,007,955 square feet of building area.⁴ The analysis within this section assumes that construction would begin in 2026 and be completed by 2030, thereby overlapping with operation of Phase 1 developments. Construction and operation of the Phase 2 buildout is analyzed at a programmatic level within this section.

IMPACT UT-6: THE PROJECT WOULD NOT GENERATE SOLID WASTE IN EXCESS OF STATE OR LOCAL STANDARDS, OR IN EXCESS OF THE CAPACITY OF LOCAL INFRASTRUCTURE, OR OTHERWISE IMPAIR THE ATTAINMENT OF SOLID WASTE REDUCTION GOALS.

Less than Significant Impact. The proposed Project would result in new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City are subject to the requirements set forth in the 2022 California Green Building Standards Code, which requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste, as well as AB 341, which requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed Project would be consistent with all State regulations, as ensured through the City's development permitting process.

As discussed above, solid waste generated by the Project would be disposed at the El Sobrante Landfill and/or the Badlands Sanitary Landfill. Both of the landfills are Class III municipal solid waste landfills. Badlands Landfill has the potential to expand their facilities and capacity.

Phase 1 Development

Construction

Construction of Phase 1 would involve the demolition of two existing residences, which would result in approximately 2,779 tons of material being demolished and disposed of in landfills. In addition, Project construction would generate solid waste for landfill disposal from construction packaging and discarded materials. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA, 1998), construction of the Project would generate approximately 4,194 tons of waste during construction from packaging and discarded materials. However, the 2022 CALGreen Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities would generate approximately 2,441 tons of solid waste to be disposed of at the landfill. As shown in Section 3.0, *Project Description*, construction activities is assumed to occur over a 12-month period. This equates to approximately 6.68 tons of debris per day.

As described above, El Sobrante Landfill is permitted to accept 16,054 tons per day and Badlands Sanitary Landfill is permitted to accept 5,000 tons per day. Based on disposal rates in 2023, the El Sobrante Landfill had an average disposal of 12,505.4 tons per day with an average remaining capacity of 3,548.6 tons per day, and the Badlands Landfill had an average disposal of 3,394.84 tons per day with an average remaining capacity of 1,605.16 tons per day (CalRecycle, 2024a). Thus, the facilities' average daily remaining capacities would be able to accommodate the addition of 6.68 tons of waste per day during construction of the Phase 1 developments.

⁴ The Phase 2 buildout square footage of 4,007,955 square feet was based on the gross acreage of parcels within the Phase 2 area prior to roadway dedications. After roadway dedications, the maximum allowable development within Phase 2 would actually be 4,001,748 square feet. However, for purposes of providing a conservative analysis, a buildout of 4,007,955 square feet was assumed.

Operation

Operation of the Phase 1 developments would operate approximately 1,727,579 square feet of industrial, business park, and warehouse uses and approximately 428,507 square feet of commercial retail uses. The Perris General Plan EIR uses a solid waste generation factor of 0.0108 tons per square foot per year for industrial uses and 0.0024 tons per square foot per year for commercial uses. As shown on Table 5.18-7, based on these generation factors, operation of the Phase 1 developments would generate approximately 19,686 tons of solid waste per year. However, Mitigation Measure GHG-1 requires 50 percent diversion of waste for the commercial land uses and 60 percent diversion of waste for the industrial land uses, which would reduce the volume of landfilled solid waste to approximately 7,977 tons per year of 21.9 tons per day.

Table 5.18-7: Phase 1 Developments Solid Waste Generation

Land Use Category	Generation Factor ¹	Solid Waste Generation (tons per year)	With MM GHG-4 Reduction
Business Park (1,727,579 square feet)	0.0108 tons/square foot/year	18,658	7,463
Commercial Retail (428,507 square feet)	0.0024 tons/square foot/year	1,028	514
Total	-	19,686	7,977

¹ City of Perris General Plan EIR Table 4.10.3-1

As shown in Table 5.18-6, El Sobrante Landfill had an average disposal of 12,505.4 tons per day and an average remaining capacity of 3,548.6 tons per day and Badlands Landfill had an average disposal of 3,394.84 tons per day and an average remaining capacity of 1,605.16 tons per day (CalRecycle, 2024a). The Project's solid waste (7,977 tons per year, or approximately 21.9 tons per day), would represent approximately 0.6 percent of El Sobrante Landfill's daily remaining permitted capacity and approximately 1.3 percent of Badlands Landfill daily remaining permitted capacity. The El Sobrante Landfill has a permitted capacity until 2051 and Badlands Landfill has a permitted capacity until 2059. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity from operation of Phase 1 would be less than significant.

Phase 2 Buildout

Construction

Construction within Phase 2 would generate solid waste for landfill disposal in the form of demolition debris from the existing buildings and infrastructure that would be removed from the site. Demolition waste would be properly characterized as required by law and recycled or disposed of at an appropriate type of landfill for such materials. Construction waste in the form of packaging and discarded materials would also be generated by the proposed Project. Utilizing a construction waste factor of 3.89 pounds per square foot (EPA, 1998), maximum feasible development within Phase 2, including redevelopment of the MBU Overlay area, would generate approximately 7,795 tons of waste during demolition and additional waste during construction. However, the 2022 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated. Therefore, construction activities would generate the most solid waste would generate approximately 2,728 tons of solid waste over the Phase 2 construction period.

As described above, El Sobrante Landfill has an average remaining capacity of 3,548.6 tons per day and Badlands Landfill has an average remaining capacity of 1,605.16 tons per day. Therefore, El Sobrante Landfill and Badlands Landfill would be able to accommodate the additional tonnage of waste per day during construction of Phase 2, including overlapping tonnage from operation of Phase 1, and impacts would be less than significant.

Operation

Operation of the Phase 2 developments would operate approximately 4,007,956 square feet of industrial, business park, and warehouse uses. As shown on Table 5.18-8, based on the City General Plan EIR generation factors, operation of the future development in Phase 2 would generate approximately 43,286 tons of solid waste per year. However, Mitigation Measure GHG-1 requires 60 percent diversion of waste for the industrial land uses, which would reduce the volume of landfilled solid waste to approximately 17,314 tons per year or 47.4 tons per day.

Table 5.18-8: Phase 2 Solid Waste Generation

Land Use Category	Generation Factor ¹	Solid Waste Generation (tons per year)	With MM GHG-4 Reduction
Business Park (4,007,956 square feet)	0.0108 tons/square foot/year	43,286	17,314
Total	-	43,286	17,314

¹ City of Perris General Plan EIR Table 4.10.3-1

Buildout of the Specific Plan would result in approximately 69.3 tons per day of solid waste, between both Phase 1 development and Phase 2 buildout. Based on El Sobrante Landfill's and Badlands Landfill's average daily remaining capacity, the landfills would be able to accommodate the additional tonnage of waste per day from operation of the Specific Plan at buildout. The Project's solid waste would represent approximately 2.0 percent of El Sobrante Landfill's daily remaining permitted capacity and approximately 4.3 percent of Badlands Landfill daily remaining permitted capacity. Thus, the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs and the Project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity from operation of the Specific Plan at buildout would be less than significant.

IMPACT UT-7: THE PROJECT WOULD COMPLY WITH FEDERAL, STATE, AND LOCAL MANAGEMENT AND REDUCTION STATUTES AND REGULATIONS RELATED TO SOLID WASTES.

Specific Plan Area

Less Than Significant Impact. AB 939, the Integrated Waste Management Act of 1989 (California Public Resources Code Section 40000 et seq.) requires all local governments to develop source reduction, reuse, recycling, and composting programs to reduce tonnage of solid waste going to landfills. Cities must divert at least 50 percent of their solid waste generation into recycling. Compliance with AB 939 is measured for each jurisdiction, in part, as actual disposal amounts compared to target disposal amounts. Actual disposal amounts at or below target amounts comply with AB 939. The City must comply with State law to reduce solid waste generation, promote reuse and require solid waste collection for recycling and composting. The City would require the Project to reduce solid waste generation and recycle materials as much as feasible to reduce solid waste.

In addition, pursuant to Section 5.408.1 of the California Green Building Standards Code, all construction would be required to recycle or reuse a minimum of 65 percent of the nonhazardous construction and demolition waste. Further, Mitigation Measure GHG-1 requires 50 percent diversion of waste for the

commercial land uses and 60 percent diversion of waste for the industrial land uses. Because the Project would be required by the City and Mitigation Measure GHG-1 to recycle, the Project would not have a significant impact to any federal, State, or local statutes or regulations related to solid waste. Therefore, impacts would be less than significant.

5.18.5.6 Solid Waste Cumulative Impacts

The geographic scope of cumulative analysis for landfill capacity is the service area for the El Sobrante Landfill and Badlands Landfill, which serve the Project site. The projections of future landfill capacity based on the entire projected waste stream going to these landfills is used for cumulative impact analysis. El Sobrante Landfill has a maximum permitted capacity of 16,054 tons per day and as of 2023 had an average disposal of 12,505.4 tons per day and an average remaining capacity of 3,548.6 tons per day (CalRecycle, 2024a). Badlands Landfill has a maximum permitted capacity of 5,000 tons per day and as of 2023 had an average disposal of 3,394.84 tons per day and an average remaining capacity of 1,605.16 tons per day (CalRecycle, 2024a). The 69.3 tons of solid waste per day from full buildout of the Specific Plan would represent approximately 2.0 percent of El Sobrante Landfill's daily remaining permitted capacity and approximately 4.3 percent of Badlands Landfill daily remaining permitted capacity. Therefore, the landfills would have sufficient capacity to serve the Project and the increase in solid waste from full buildout of the Specific Plan. Cumulative impacts would be less than significant.

5.18.5.7 Solid Waste Existing Regulations

The following existing regulations would reduce potential impacts related to solid waste:

- Assembly Bill 347 (Chapter 476, Statutes of 2011)
- California Code of Regulations Title 24, Part 11, the California Green Building Standards Code

5.18.5.8 Solid Waste Project Design Features

None.

5.18.5.9 Solid Waste Level of Significance Before Mitigation

Impacts UT-6 and UT-7 would be less than significant.

5.18.5.10 Solid Waste Mitigation Measures

No mitigation measures are required.

5.18.5.11 Solid Waste Level of Significance After Mitigation

No significant and unavoidable adverse impacts related to solid waste would occur.

5.18.6 DRY UTILITIES

5.18.6.1 Dry Utilities Regulatory Setting

State Dry Utilities Regulatory Setting

California Public Utilities Commission

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies, in addition to authorizing video franchises. The CPUC is responsible for regulating electric utility rates, electric power procurement and generation, some electric infrastructure, ratepayer-funded energy efficiency programs, and other areas. The CPUC evaluates the necessity for additional power generation by the regulated utilities in California in both the long and short term, accomplished using public input, data provided by the utilities, the California Energy Commission, the California Independent System Operator, and following the regulations of the Commission, the Public Utilities Code, and the Federal Energy Regulation Commission. The CPUC has primary ratemaking jurisdiction over the funding of distribution related expenditures generally for power lines of 66 kV (kilovolts) or less.

The CPUC regulates natural gas rates and natural gas services, including in-state transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing. Additionally, the CPUC regulates telecommunications and broadband operations and infrastructure in the State, being responsible for licensing, registration, and the processing of tariffs on local exchange carriers, competitive local carriers, and non-dominant interexchange carriers. It is also responsible for registration of wireless service providers and franchising of video service providers, among other duties.

Title 24 Energy Efficiency Standards and California Green Building Standards

California Code of Regulations Title 24, Part 11, The California Green Building Standards Code (CALGreen) is updated every three years. The most recent update is the 2022 CALGreen Code Standards that became effective January 1, 2023.

The 2022 CALGreen standards that are applicable to the proposed Project include, but are not limited to, the following:

- Electric vehicle charging stations. Facilitate the future installation of electric vehicle supply equipment. The compliance requires empty raceways for future conduit and documentation that the electrical system has adequate capacity for the future load.
- Outdoor light pollution reduction. Outdoor lighting systems shall be designed to meet the backlight, uplight and glare ratings per Title 24 Part 6 Table 5.106.8.

5.18.6.2 Dry Utilities Environmental Setting

Electricity

Electricity is provided to the City of Perris by Southern California Edison (SCE). SCE provides electric power to more than 15 million persons within its 50,000 square mile service area. Based on SCE's 2021 Power Content Label Mix, SCE derives electricity from varied energy resources including: natural gas, solar power generation, wind farms, nuclear power plants, hydroelectric generators, and geothermal power plants. SCE also purchases power from open market transactions, which do not have identifiable sources (SCE, 2022). Existing electricity utilities exists throughout the Specific Plan Area.

Natural Gas

The City of Perris is within the service area of the Southern California Gas Company (SoCal Gas). Existing natural gas lines exist throughout the Specific Plan Area.

5.18.6.3 Dry Utilities Thresholds of Significance

Appendix G of the CEQA Guidelines indicates that a project could have a significant effect if it were to:

- UT-8 Require or result in the relocation or construction of a new or expanded electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects.

5.18.6.4 Dry Utilities Methodology

The evaluation of utilities identifies if utility demand from the Project would be accommodated via existing and proposed utility infrastructure available to the Project. The evaluation identifies if expansions beyond those proposed would be required to serve the proposed Project, and if those expansions have the potential to result in an environmental impact.

5.18.6.5 Dry Utilities Environmental Impacts

IMPACT UT-8: THE PROJECT WOULD NOT REQUIRE OR RESULT IN THE RELOCATION OR CONSTRUCTION OF A NEW OR EXPANDED ELECTRIC POWER, NATURAL GAS, OR TELECOMMUNICATIONS FACILITIES, THE CONSTRUCTION OF WHICH COULD CAUSE SIGNIFICANT ENVIRONMENTAL EFFECTS.

Specific Plan Area

Less than Significant Impact. The Specific Plan Area is currently developed with three single-family residences, an elementary school, and vacant land. Therefore, the site generates a limited demand for electricity, natural gas, and other dry utilities. Buildout of the Specific Plan would generate an increased demand for electricity, communication systems, street lighting, and maintenance of public facilities.

Electricity would be provided to the Specific Plan Area by SCE. The Project would connect to the existing electricity powerlines within roadways. The Project would not require or result in the construction of new facilities or the expansion of existing facilities beyond those included with the Project to be installed with each proposed development. Adequate commercial electricity supplies are presently available to meet the incremental increase in demand attributed to the Project. Furthermore, buildings would be constructed in compliance with Title 24 requirements, which would require the installation of rooftop solar photovoltaic panels which would offset a portion of the Project's electricity demand on the grid. Potential impacts related to the provision of electricity would be less than significant.

As described in the setting, natural gas service is provided to this service area by SoCal Gas. The commercial components of the Specific Plan would connect to existing natural gas lines in Perris Boulevard and Orange Avenue. The Project would not require or result in the construction of new facilities or expansion of existing facilities; adequate commercial natural gas supplies are presently available to meet the incremental increase in demand attributed to the Project. Potential impacts related to the provisions of natural gas would be less than significant.

The Project Applicant would be responsible for coordinating with each utility company to ensure the connection of utilities occurs according to standard construction and operation procedures administered by the California Public Utilities Commission. Each of the utility systems is available within roadways, and on-site lines would be constructed to connect the existing off-site lines to each development. The construction activities related to dry utility connections are included as a part of the Project, and therefore have been addressed throughout this EIR. Construction emissions resulting from excavation activities are analyzed in

Sections 5.3, *Air Quality*, and 5.8, *Greenhouse Gas Emissions*. Therefore, potential impacts associated with utilities, including electricity, natural gas and other dry utilities would be less than significant.

5.18.6.6 Dry Utilities Cumulative Impacts

Cumulative dry utilities assessment considers development of the Project in combination with the other development projects within the vicinity of the Project area, as listed in Section 5.0 of this EIR. Cumulative impacts related to the provision of facilities for dry utility systems have been evaluated throughout this EIR, primarily associated with the emissions resulting from construction. The Project would not result in significant impacts from construction of utility infrastructure. Therefore, cumulatively considerable impacts associated with the provision of utility facilities to serve the Project would be less than significant.

5.18.6.7 Dry Utilities Existing Regulations

The following standard regulations and plans, programs, or policies would reduce potential impacts related to dry utilities:

- California Code of Regulations Title 24, Part 11, the California Green Building Standards Code

5.18.6.8 Dry Utilities Project Design Features

None.

5.18.6.9 Dry Utilities Level of Significance Before Mitigation

Impact UT-8 would be less than significant.

5.18.6.10 Dry Utilities Mitigation Measures

No mitigation measures are required.

5.18.6.11 Dry Utilities Level of Significance After Mitigation

No significant unavoidable adverse impacts related to solid waste would occur.

5.18.7 REFERENCES

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6. Other CEQA Considerations

6.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL EFFECTS

CEQA Guidelines Section 15126.2(c) requires an EIR to describe “any significant impacts, including those which can be mitigated but not reduced to a level of insignificance.” The analysis throughout Section 5 of this Draft EIR determined that the Project would result in environmental impacts that cannot be reduced to a level below significance after implementation of Project design features; regulatory requirements; plans, programs, policies; and feasible mitigation measures. The significant impacts that cannot be mitigated to a level below significance are summarized below:

6.1.1 Air Quality

Impact AQ-1, Conflict with AQMP. Land use change associated with the Specific Plan Amendment would result in VOC, NO_x, CO, PM₁₀, and PM_{2.5} emission exceedances that would result in significant and unavoidable air quality impacts despite the implementation of all feasible mitigation measures. The land use change associated with the Project would increase summer VOC and PM_{2.5} and year-round NO_x and SO_x emissions compared to the previously approved land uses. Therefore, the Project would result in a conflict with, or obstruct, implementation of the applicable Air Quality Management Plan.

Impact AQ-2, Regional Construction & Operational Emissions (Project-level and Cumulative). Emissions from construction of Phase 1 and Specific Plan Buildout would exceed the South Coast AQMD’s thresholds of significance for NO_x after implementation of regulatory requirements and mitigation measures. Therefore, construction-source NO_x emissions would be significant and unavoidable on a Project-level and a cumulative basis.

Emissions from operation of Phase 1 would exceed the South Coast AQMD’s thresholds of significance for VOC, NO_x, CO, and PM₁₀ after implementation of regulatory requirements and mitigation measures. Emissions from operation of Phase 2 would exceed the South Coast AQMD’s thresholds of significance for VOC and NO_x after implementation of regulatory requirements and mitigation measures. Emissions from Specific Plan Buildout would exceed the South Coast AQMD’s thresholds of significance for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of regulatory requirements and mitigation measures. A majority of operational-source emissions (by weight) would be generated by Project vehicles that neither the Project applicant nor the City have the regulatory authority to control. Therefore, operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions would be significant and unavoidable on a Project-level and a cumulative basis.

6.1.2 Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Specific Plan buildout would generate a net total of approximately 109,258.10 MTCO_{2e} per year in the most conservative scenario, thereby exceeding the threshold of 3,000 MTCO_{2e} per year. As with Impact AQ-2, the majority of the GHG emissions would be from mobile sources that neither the Project applicant nor the City have the regulatory authority to control. With implementation of all feasible mitigation, Specific Plan buildout would generate a net total of approximately 105,503.05 MTCO_{2e} per year in the most conservative scenario, which assumes a longer trip length (Scenario B) and redevelopment of the Overlay area. Therefore, despite implementation of all feasible mitigation, GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with GHG Reduction Plan (Project-level and Cumulative). As the proposed Project would generate a net total of approximately 109,258.10 MTCO_{2e}/yr in the most conservative scenario, which assumes a longer trip length (Scenario B) and redevelopment of the Overlay area, the Project would conflict with the CARB 2022 Scoping Plan. Therefore, despite implementation of all feasible mitigation, GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

6.1.3 Noise

Impact NOI-1, Off-Site Traffic Noise (Project-level and Cumulative). Phase 1 Opening Year 2026 cumulative traffic noise levels would range from 64.3 to 75.3 dBA CNEL and traffic noise increases would range from 0.1 to 8.0 dBA CNEL. Phase 2 Opening Year 2030 cumulative traffic noise levels would range from 67.1 to 77.4 dBA CNEL and traffic noise increases would range from 0.1 to 9.9 dBA CNEL. General Plan Buildout (2045) cumulative traffic noise levels would range from 67.1 to 77.4 dBA CNEL and traffic noise increases would range from 0.1 to 8.7 dBA CNEL. Traffic noise levels would exceed significance thresholds at sensitive uses on Barrett Avenue between Orange Avenue and Placentia Avenue. As further described in Section 5.12, *Noise*, due to the nature of traffic noise from trucks, no feasible mitigation exists to reduce impacts to a less-than-significant level. Therefore, noise level increases associated with off-site traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

6.1.4 Transportation

Impact TR-2, Vehicle Miles Traveled (Project-level). The existing City of Perris baseline VMT/Service Population is 32.2 VMT/Service Population. A project would result in a significant project generated VMT impact if the project VMT exceeds 32.2 VMT/Service Population. As shown in Table 5.16-6, the VMT/SP for the Commercial portion of Phase 1 would be 111.53 percent above the threshold under Project Baseline (2024) conditions and 108.55 percent above the threshold under General Plan buildout (2045) conditions. As shown in Table 5.16-8, the VMT/SP for buildout of the Specific Plan would be 14.12 percent above the threshold under Project Baseline (2024) conditions and 18.27 percent above the threshold under General Plan buildout (2045) conditions. Table 5.16-9 shows that with implementation of the design features and mitigation measures, the commercial component of Phase 1 would still have a VMT/SP that is 98.59 percent above the threshold in Baseline (2024) conditions and 95.91 percent above the threshold during General Plan buildout (2045) conditions. Table 5.16-10 shows that with implementation of the design features and mitigation measures, buildout of the Specific Plan would still result in a VMT/SP that is 1.18 percent above the threshold in Baseline (2024) conditions and 5.33 percent above the threshold during General Plan buildout (2045) conditions. Therefore, despite implementation of mitigation measures, impacts related to VMT from the commercial component of Phase 1 and buildout of the Specific Plan would be significant and unavoidable.

6.2 GROWTH INDUCEMENT

CEQA Guidelines Section 15126.2(e), *Growth Inducing Impact of the Proposed Project*, requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

1. Directly or indirectly foster economic or population growth, or the construction of additional housing, in the surrounding environment;

2. Remove obstacles to population growth;
3. Require the construction of new or expanded facilities that could cause significant environmental effects; or
4. Encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively.

1. Does the Project directly or indirectly foster economic or population growth or the construction of additional housing?

Growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in master plans, land use plans, or in projections made by regional planning agencies, such as the Southern California Association of Governments (SCAG). The Project would contribute to the economic and population growth in the City of Perris and the surrounding areas. As further discussed in Section 5.13, *Population and Housing*, of this Draft EIR, the growth would not be unexpected or constitute substantial unplanned growth. According to regional population projections included in *Connect SoCal 2024*, the City of Perris is projected to increase its population by 86 percent (2.77% annually) and its housing stock by 86 percent (2.77% annually) by 2050 (between 2019 and 2050) (SCAG, 2024). Over this same time period, employment in the City is also expected to increase by 82 percent (2.65% annually).

While the Project would contribute to employment growth through the proposed development within the Specific Plan Area, the Project proposes a Specific Plan Amendment to the Harvest Landing Specific Plan to allow development within areas designated as MBU up to a floor area ratio (FAR) of 0.75 and areas designated as Commercial up to a FAR of 0.75 within the Phase 1 and Phase 2 Planning Areas, which is consistent with the densities allowed in the City of Perris General Plan. The 6,427 jobs that would occur from full buildout of the Specific Plan would be 43 percent of the anticipated growth in employment in the City; and therefore, consistent with SCAG projections and not result in unplanned growth. Thus, implementation of the proposed Project would be within the growth projections based on the City of Perris General Plan and SCAG's growth projections.

The proposed Project may cause indirect economic growth as it would generate revenue for the City through taxes generated by the development. Additionally, employees (short-term construction and long-term operational employees) from the Specific Plan Area would purchase goods and services in the region, but any secondary increase in employment growth associated with meeting these incremental demands would be marginal, as these goods and services could be accommodated by existing providers and providers that would be included within the commercial components of the Project. The Project is highly unlikely to result in any new or additional physical impacts to the environment based on the amount of existing and planned future commercial and retail services, which can serve Project employees, that are available in areas near the Specific Plan Area. As such, it is highly unlikely that additional commercial or retail services would be required to meet Project demands.

Although, the proposed Project would create approximately 6,427 jobs, a majority of which could likely be filled by residents of Perris, unincorporated Riverside County, and the surrounding areas. Employees would live in housing either already built or planned for development in Perris or unincorporated Riverside County and the surrounding areas. Because it is anticipated that most of the future Project employees would already be living in the Perris area, the Project's introduction of employment opportunities would not induce substantial growth in the area and cause the need for additional housing.

The Project would implement economic activity that would result in an improvement in the jobs-household ratio by providing employment within the housing-rich City of Perris, which is a benefit of the Project. In addition, the location of the new employment opportunities would be easily accessible from I-215 and would also accommodate employees in surrounding areas. The City of Perris has had unemployment rates ranging between 4.3 (1,332) and 17.9 (5,584) percent over the last 10 years and an unemployment rate of 5.7

percent (1,846) as of May 2024 (EDD, 2024; BLS, 2024). Most of the new jobs that would be created by the Project would be positions that do not require a specialized workforce, and this type of workforce exists in the City of Perris and surrounding communities. Thus, due to existing unemployment and the availability of a workforce, it is anticipated that new jobs that would be generated from Project implementation would be filled by people within the City of Perris and surrounding communities and would not induce an unanticipated influx of new labor into the region or the need for additional housing. Thus, the Project would not result in the influx of new labor to serve the increased economic activities that would result from implementation of the Project.

2. Does the Project remove obstacles to population growth?

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable. The proposed Project involves expanding existing infrastructure to support the full development of the Specific Plan Area. This includes the installation of onsite sewer lines within the community shopping center, connecting to a 12-inch sewer line on Orange Avenue, as well as the construction of a new 15-inch sewer line along Perris Boulevard. Phase 1 of the development would require the construction of new 8-inch waterlines along Barrett Way, Orange Avenue, Frontage Road, and Walmart Supercenter Drive. In terms of stormwater drainage, Phase 1 will feature a 12.91-acre water quality management basin and the installation of new storm drain lines along Perris Boulevard, Barrett Avenue, and Orange Avenue, including an 84-inch diameter storm drain line along Orange Avenue. The Project also includes the improvement of several roadways to their ultimate width, such as Orange Avenue, Perris Boulevard, and Barrett Avenue, and the construction of new roadways Harvest Landing Way and Private Drive A to facilitate traffic flow. Additionally, new water, sewer, and stormwater systems will be installed to connect with existing infrastructure in surrounding roadways to meet the demands of the Project. The Project does not propose extending roads into undeveloped areas but focuses on enhancing existing infrastructure to accommodate the proposed development.

As discussed in Section 5.18, *Utilities and Service Systems*, the Project would result in an annual water demand of 561.68 acre-feet per year, which is within the projected demand calculated for the Specific Plan Area by the EMWD 2020 UWMP. Full buildout of the Specific Plan would utilize approximately 46 percent of the Perris Valley Regional Water Reclamation Facility's current daily excess treatment capacity and approximately 3.5 percent the facility's ultimate capacity of 100 million gallons per day. As such, the Project's wastewater demand would be within the Perris Valley Regional Water Reclamation Facility's current and ultimate daily excess treatment capacity. The proposed stormwater infrastructure would be designed to convey all runoff to remain onsite at a rate similar to pre-project conditions. The proposed infrastructure improvements have been designed to serve only the demands of the Project. Therefore, the Project would not result in significant growth inducing impacts.

3. Does the proposed Project require the construction of new or expanded facilities that could cause significant environmental effects?

Growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services that requires the construction of new public service facilities, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. The proposed Project would slightly increase the demand for fire protection, emergency response, and sheriff protection. However, as described in Section 5.14, *Public Services*, the proposed Project would not require development of additional facilities or expansion of existing facilities to maintain existing levels of service for public services. Based on service ratios and build out projections, the proposed Project would not create a demand for services beyond the capacity of existing facilities. While the Riverside County Fire Department fire stations do not currently meet the existing fire service needs within the City, this is due to

the fire service needs and lack of fire station within the southern portion of the City. The City is currently looking to acquire land in the southern portion of Perris to construct a new fire station (Kenneth Phung, Development Services Director, personal communication, January 7, 2025). Construction of a station within the southern portion of the City is expected to alleviate the existing service deficiencies. Since the Project does not propose the construction or expansion of a new station, disclosure of potential impacts related to the future fire station as part of this EIR would be speculative, as there are no concrete plans at this time. Future construction and operation of the new fire station would be subject to City policies that are designed to protect environmental resources as well as environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

Therefore, an indirect growth inducing impact as a result of expanded or new public facilities that could support other development in addition to the proposed Project would not occur. The proposed Project would be subject to Development Impact Fees established by City Ordinance No. 1182 which requires the payment of fees proportional to the amount of development proposed in order to offset potential public service improvements required to support the Project. Thus, the fees would only account for the improvement of public facilities in relation to the proposed Project and would not result in other improvements that would result in any indirect growth. The proposed Project would not have significant growth inducing consequences that would require the need to expand public services to maintain desired levels of service.

4. Does the Project encourage or facilitate other activities that could significantly affect the environment, either individually or cumulatively?

Similar to the surrounding cities, the City of Perris is in the process of transitioning from its historical use of low-density residential and agricultural uses to more dense industrial uses and other urbanized uses as planned in the City of Perris General Plan and Perris Valley Commerce Center Specific Plan, and through the construction of multiple industrial developments, residential developments and other types of development. Areas to the north of the Project site are developed with non-conforming residential uses and various light industrial uses. Areas to the east of the Project site are developed with commercial uses, multi-family residential uses, and single-family residences. Areas to the south are developed with commercial uses. Areas to the west are developed with I-215 followed by light industrial uses. As such, while the Project could spur increased development in the surrounding areas, these areas are already developed or are slated for future development. Further, the proposed infrastructure improvements, including the roadway, water, sewer, and storm drain improvements, are only sized to serve the Project and would not have capacity to serve additional development projects in the area. The Project would not individually or cumulatively encourage or facilitate substantial growth.

6.3 SIGNIFICANT IRREVERSIBLE EFFECTS

CEQA Guidelines require the EIR to consider whether “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.... Also, irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” (CEQA Guidelines Section 15126.2(d)). “Nonrenewable resource” refers to the physical features of the natural environment, such as land, waterways, mineral resources, etc. These irreversible environmental changes may include current or future uses of non-renewable resources, and secondary or growth-inducing impacts that commit future generations to similar uses.

Generally, a project would result in significant irreversible environmental changes if:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;

- The project would involve uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed irretrievable commitments of nonrenewable resources is not justified (e.g., the project involves the wasteful use of energy).

The Project would result in or contribute to the following irreversible environmental changes:

- Lands in the Project site would be committed to MBU and Commercial uses once the proposed buildings are constructed. Secondary effects associated with this irreversible commitment of land resources include:
 - Changes in views associated with construction of the new buildings and associated development (Section 5.1, *Aesthetics*)
 - Increased traffic on area roadways (see Section 5.16, *Transportation*).
 - Emissions of air pollutants associated with Project construction and operation (see Section 5.3, *Air Quality*).
 - Consumption of non-renewable energy associated with construction and operation of the proposed Specific Plan due to the use of automobiles, trucks, lighting, heating and cooling systems, appliances, etc. (see Section 5.6, *Energy*).
 - Increased ambient noise associated with an increase in activities and traffic from the Project (see Section 5.12, *Noise*).
- Construction of the proposed Project as described in Section 3.0, *Project Description*, would require the use of energy produced from non-renewable resources and construction materials.

In regard to energy usage from the proposed Project, as demonstrated in the analyses contained in Section 5.6, *Energy*, the proposed Project would not involve wasteful or unjustifiable use of non-renewable resources, and conservation efforts would be enforced during construction and operation of proposed development. The proposed development would incorporate energy-generating and conserving Project design features, including those required by the California Building Code, California Energy Code Title 24, which specify green building standards for new developments. Further, the Project buildings would be designed to achieve LEED Silver certification, as required by Mitigation Measure GHG-4. In addition, as listed in Section 3.0, *Project Description*, Section 5.6, *Energy*, and Section 5.8, *Greenhouse Gas Emissions*, the proposed Project would include sustainability features in line with Title 24 requirements that result in additional energy-efficiency. Project specific information related to energy consumption is provided in Section 5.6, *Energy*, of this EIR. In addition, the Project would not result in irreversible damage that could result from any potential environmental accidents as associated with the Project.

6.4 REFERENCES

California Employment Development Department (EDD). (n.d.). *Local Area Unemployment Statistics (LAUS)*. <https://data.edd.ca.gov/Labor-Force-and-Unemployment-Rates/Local-Area-Unemployment-Statistics-LAUS-/e6gw-gvii/data>

Southern California Association of Governments (SCAG). (2024). *Demographics and Growth Forecast Technical Report*. Retrieved on July 29, 2024 at: <https://scag.ca.gov/sites/main/files/file-attachments/23-2987-tr-demographics-growth-forecast-final-040424.pdf?1712261839>.

U.S. Bureau of Labor Statistics (BLS). (2024). *BLS Data Finder*. <https://beta.bls.gov/dataQuery/search>

7. Effects Found Not Significant

CEQA Guidelines Section 15126.2(a) states that “[a]n EIR shall identify and focus on the significant effects on the environment.” During the preparation of this EIR, the Project was determined to have no potential to result in significant impacts under two environmental issue areas: mineral resources and wildfire. Therefore, these issue areas were not required to be analyzed in detail in EIR Section 5, *Environmental Impact Analysis*.

CEQA Guidelines Section 15128 requires that an EIR contain a statement briefly indicating the reasons that various possible effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. As allowed by CEQA Guidelines Section 15128, statements related to the above listed topic areas are presented below.

7.1 MINERAL RESOURCES

The California Department of Conservation identifies sites to which continuing access is important to satisfying mineral production needs of the region and the State. The relative importance of potential mineral resource sites is indicated by inclusion in one of four Mineral Resource Zones (MRZ):

- MRZ 1: No mineral resources
- MRZ 2: Significant resource area (quality and quantity known)
- MRZ 3: Significant resource area (quality and quantity unknown)
- MRZ 4: No information (applies primarily to high-value ores)

As Discussed within the City of Perris General Plan Environmental Impact Report, there is no land within the City of Perris that is designated as Mineral Resource Zone 2 (MRZ 2), which indicates a presence of mineral resources (City of Perris, 2004). As such, there are no known mineral resources within the City of Perris or Specific Plan Area. Historical uses of the Specific Plan Area have not included mineral extraction, nor does the Project site currently support mineral extraction. In addition, the Project does not propose any mineral extraction activities. The Project proposes the construction of MBU, commercial, and open space uses over an area of 358.28 gross acres with no planned mining operations. Additionally, there are no mineral resource recovery sites on or near the Specific Plan Area. Therefore, the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the State, nor would it result in the loss of availability of mineral resources, including locally important mineral resource recovery sites. No impact to mineral resources would occur from implementation of the Project.

7.2 WILDFIRE

The Project site is not located in or near a State Responsibility Area or lands classified as very high fire hazard severity zones (CAL FIRE, 2022). The Project site is located within a developed area, surrounded by commercial and residential uses to the east and I-215 followed by industrial uses to the west. In addition, the proposed Specific Plan would be built in compliance with the California Building and Fire Code, as adopted by the City. Project plans would be reviewed by the City’s Building Department and the Riverside County Fire Department during the permitting process to ensure that the Project meets fire protection requirements. Therefore, implementation of the Project would not exacerbate wildfire hazard risks or expose people or the environment to adverse environmental effects related to wildfires. Therefore, the Project would not result in any impacts related to wildfire.

7.3 REFERENCES

- California Department of Forestry and Fire Protection (CAL FIRE). (2022). *Fire Hazard Severity Zone Maps*. Retrieved February 21, 2023, from <https://osfm.fire.ca.gov/fire-hazard-severity-zones-maps-2022/>
- City of Perris. (2004). *Environmental Impact Report, City of Perris General Plan 2030*. Retrieved July 28, 2023, from <https://www.cityofperris.org/home/showpublisheddocument/451/637203139698630000>

8. Alternatives

8.1 INTRODUCTION

The identification and analysis of alternatives to a project is a fundamental part of the environmental review process pursuant to CEQA. CEQA Section 21002.1(a) establishes the need to address alternatives in an EIR by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is to identify alternatives to the project."

Pursuant to CEQA Guidelines Section 15126.6(a), an EIR must describe a reasonable range of alternatives to the proposed project or to the project's location that would feasibly avoid or lessen its significant environmental impacts while attaining most of the proposed project's objectives. CEQA Guidelines Section 15126.6(b) emphasizes that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project. In addition, CEQA Guidelines Section 15126.6(e)(2) requires the identification and evaluation of an "Environmentally Superior Alternative".

Pursuant to CEQA Guidelines Section 15126.6(d), discussion of each alternative presented in this EIR Section is intended "to allow meaningful evaluation, analysis, and comparison with the proposed project." As permitted by CEQA, the significant effects of each alternative are discussed in less detail than those of the proposed Project, but in enough detail to provide perspective and allow for a reasoned choice among alternatives to the proposed Project.

In addition, the "range of alternatives" to be evaluated is governed by the "rule of reason" and feasibility, which requires the EIR to set forth only those alternatives that are feasible and necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6(f)). CEQA generally defines "feasible" to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social, technological, and legal factors and other considerations (CEQA Guidelines Sections 15091(a)(3), 15364).

Based on the CEQA requirements described above, the alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative could avoid or substantially lessen any of the identified significant environmental effects of the proposed Project;
- The extent to which the alternative could accomplish the objectives of the proposed Project;
- The potential feasibility of the alternative;
- The appropriateness of the alternative in contributing to a "reasonable range" of alternatives that would allow an informed comparison of relative advantages and disadvantages of the proposed Project and potential alternatives to it; and
- The requirement of the CEQA Guidelines to consider a "no project" alternative; and to identify an "environmentally superior" alternative in addition to the no project alternative (CEQA Guidelines Section 15126.6(e)).

Neither the CEQA statute, the CEQA Guidelines, nor recent court cases specify a specific number of alternatives to be evaluated in an EIR. Rather, "the range of alternatives required in an EIR is governed by the rule of reason that sets forth only those alternatives necessary to permit a reasoned choice" (CEQA Guidelines 15126(f)).

8.2 SIGNIFICANT ENVIRONMENTAL EFFECTS

CEQA requires the alternatives selected for comparison in an EIR to avoid or substantially lessen one or more significant effects of the project being evaluated. In order to identify alternatives that would avoid or substantially lessen any of the identified significant environmental effects of implementation of the proposed Project, the significant impacts must be considered, although it is recognized that alternatives aimed at reducing the significant and unavoidable impacts would also avoid or reduce impacts that were found to be less than significant or reduced to below a level of significance with implementation of mitigation measures. The analysis in Chapter 5 of this Draft EIR determined that impacts related to the following would remain significant and unavoidable:

8.2.1 Air Quality

Impact AQ-1, Conflict with AQMP. Land use change associated with the Specific Plan Amendment would result in VOC, NO_x, CO, PM₁₀, and PM_{2.5} emission exceedances that would result in significant and unavoidable air quality impacts despite the implementation of all feasible mitigation measures. The land use change associated with the Project would increase summer VOC and PM_{2.5} and year-round NO_x and SO_x emissions compared to the previously approved land uses. Therefore, the Project would result in a conflict with, or obstruct, implementation of the applicable Air Quality Management Plan.

Impact AQ-2, Regional Construction & Operational Emissions (Project-level and Cumulative). Emissions from construction of Phase 1 and Specific Plan Buildout would exceed the South Coast AQMD's thresholds of significance for NO_x after implementation of regulatory requirements and mitigation measures. Therefore, construction-source NO_x emissions would be significant and unavoidable on a Project-level and a cumulative basis.

Emissions from operation of Phase 1 would exceed the South Coast AQMD's thresholds of significance for VOC, NO_x, CO, and PM₁₀ after implementation of regulatory requirements and mitigation measures. Emissions from operation of Phase 2 would exceed the South Coast AQMD's thresholds of significance for VOC and NO_x after implementation of regulatory requirements and mitigation measures. Emissions from Specific Plan Buildout would exceed the South Coast AQMD's thresholds of significance for VOC, NO_x, CO, PM₁₀, and PM_{2.5} after implementation of regulatory requirements and mitigation measures. A majority of operational-source emissions (by weight) would be generated by Project vehicles that neither the Project applicant nor the City have the have regulatory authority to control. Therefore, operational-source VOC, NO_x, CO, PM₁₀, and PM_{2.5} emissions would be significant and unavoidable on a Project-level and a cumulative basis.

8.2.2 Greenhouse Gas Emissions

Impact GHG-1, Greenhouse Gas Emissions (Project-level and Cumulative). Specific Plan buildout would generate a net total of approximately 109,258.10 MTCO_{2e} per year in the most conservative scenario, thereby exceeding the threshold of 3,000 MTCO_{2e} per year. As with Impact AQ-2, the majority of the GHG emissions would be from mobile sources that neither the Project applicant nor the City have the have regulatory authority to control. With implementation of all feasible mitigation, Specific Plan buildout would generate a net total of approximately 105,503.05 MTCO_{2e} per year in the most conservative scenario, which assumes a longer trip length (Scenario B) and redevelopment of the Overlay area. Therefore, despite implementation of all feasible mitigation, GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

Impact GHG-2, Conflict with GHG Reduction Plan (Project-level and Cumulative). As the proposed Project would generate a net total of approximately 109,258.10 MTCO_{2e}/yr in the most conservative scenario,

which assumes a longer trip length (Scenario B) and redevelopment of the Overlay area, the Project would conflict with the CARB 2022 Scoping Plan. Therefore, despite implementation of all feasible mitigation, GHG emissions would be significant and unavoidable on a project-level and cumulative basis.

8.2.3 Noise

Impact NOI-1, Offsite Traffic Noise (Project-level and Cumulative). Phase 1 Opening Year 2026 cumulative traffic noise levels would range from 64.3 to 75.3 dBA CNEL and traffic noise increases would range from 0.1 to 8.0 dBA CNEL. Phase 2 Opening Year 2030 cumulative traffic noise levels would range from 67.1 to 77.4 dBA CNEL and traffic noise increases would range from 0.1 to 9.9 dBA CNEL. General Plan Buildout (2045) cumulative traffic noise levels would range from 67.1 to 77.4 dBA CNEL and traffic noise increases would range from 0.1 to 8.7 dBA CNEL. Traffic noise levels would exceed significance thresholds at sensitive uses on Barrett Avenue between Orange Avenue and Placentia Avenue. As further described in Section 5.12, *Noise*, due to the nature of traffic noise from trucks, no feasible mitigation exists to reduce impacts to a less than significant level. Therefore, noise level increases associated with offsite traffic in relation to the Project would be significant and unavoidable on a project-level and cumulative basis.

8.2.4 Transportation

Impact TR-2, Vehicle Miles Traveled (Project-level). The existing City of Perris baseline VMT/Service Population is 32.2 VMT/Service Population. A project would result in a significant project-generated VMT impact if the project VMT exceeds 32.2 VMT/Service Population (hereafter referred to as VMT/SP). As shown in Table 5.16-6, the VMT/SP for the Commercial portion of Phase 1 would be 111.53 percent above the threshold under Project Baseline (2024) conditions and 108.55 percent above the threshold under General Plan buildout (2045) conditions. As shown in Table 5.16-8, the VMT/SP for buildout of the Specific Plan would be 14.12 percent above the threshold under Project Baseline (2024) conditions and 18.27 percent above the threshold under General Plan buildout (2045) conditions. Table 5.16-9 shows that with implementation of the design features and mitigation measures, the commercial component of Phase 1 would still have a VMT/SP that is 98.59 percent above the threshold in Baseline (2024) conditions and 95.91 percent above the threshold during General Plan buildout (2045) conditions. Table 5.16-10 shows that with implementation of the design features and mitigation measures, buildout of the Specific Plan would still result in a VMT/SP that is 1.18 percent above the threshold in Baseline (2024) conditions and 5.33 percent above the threshold during General Plan buildout (2045) conditions. Therefore, despite implementation of mitigation measures, impacts related to VMT from the commercial component of Phase 1 and buildout of the Specific Plan would be significant and unavoidable.

8.3 PROJECT OBJECTIVES

The Harvest Landing Retail Center & Business Park Project site plan has been designed to meet a series of Project-specific objectives that have been carefully crafted in order to aid decision makers in their review of the Project and its associated environmental impacts pursuant to Section 15124(b) of the CEQA Guidelines. The Project objectives are designed to include the underlying purpose of the Project. The Project objectives have been refined throughout the planning and design process for the Project, and are listed below:

- Amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities.
- Provide economic opportunities and job growth within the City of Perris by enhancing the community's available range of employment generating uses.

- Provide additional retail and dining opportunities for residents and visitors within the City of Perris.
- Develop an underutilized property located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.
- Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.
- Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.
- Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.
- Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.

8.4 ALTERNATIVES CONSIDERED BUT REJECTED

Pursuant to CEQA Guidelines Section 15126.6(c), an EIR must briefly describe the rationale for selection and rejection of alternatives. The lead agency may make an initial determination as to which alternatives are potentially feasible and, therefore, merit in-depth consideration, and which are infeasible and need not be considered further. Alternatives that are remote or speculative, or the effects of which cannot be reasonably predicted, need not be considered (CEQA Guidelines Section 15126.6(f), (f)(3)). This section identifies alternatives considered by the lead agency but rejected as infeasible and provides a brief explanation of the reasons for their exclusion. Alternatives may be eliminated from detailed consideration in the Draft EIR if they fail to meet most of the project objectives, are infeasible, or do not avoid any significant environmental effects.

- **Alternate Site Alternative.** An alternate site for the Project was eliminated from further consideration. Based on a review of available sites for sale in the City of Perris and surrounding jurisdictions, there are no other available, undeveloped properties of similar size (358.28 developable acres) that could feasibly be developed with industrial and commercial retail. There are no suitable sites within the control of the Project applicant; however, in the event land could be purchased of suitable size, due to the built-out nature of the City of Perris, development of up to 5,735,535 square feet of MBU uses and 428,507 square feet of commercial uses at a different location would likely require additional demolition of existing structures and require similar, and potentially additional, mitigation. CEQA specifies that the key question regarding alternative site consideration is whether the basic Project objectives would be attained and if any of the significant effects of the Project would be avoided or substantially lessened by having the Project at another location. Given these reasons, it would be infeasible to develop and operate the Project on an alternate site with fewer environmental impacts while meeting Project objectives. Therefore, the Alternate Site Alternative was rejected from further consideration.
- **Commercial Alternative.** A completely commercial alternative was eliminated from further consideration. Based on the ITE trip rates for shopping center, fast food restaurant with drive through, high turnover (sit-down) restaurant, medical office building, supermarket, coffee/donut shop with drive-thru window, and fast casual restaurant, an all-commercial development would result in significant additional trips when compared to the proposed Project's trip generation given commercial trip rates are significantly higher than high-cube and general light industrial trip rates. Therefore, construction and operation of an all-commercial alternative would result in increased air quality emissions, energy consumption, greenhouse gas emissions, and VMT compared to the Project, which would in turn result in increased impacts. As the Commercial Alternative would not reduce any of the Project's significant and

unavoidable impacts or meet the Project objectives, the Commercial Alternative was rejected from further consideration.

8.5 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

Four alternatives have been identified for further analysis as representing a reasonable range of alternatives that would be capable of reducing the potential impacts of the Project. These alternatives have been developed based on the criteria identified in Section 8.1. The following alternatives are further described and analyzed in Sections 8.6 through 8.9.

- **Alternative 1, No Project/No Development:** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (August 9, 2024).
- **Alternative 2, No Project/Buildout of the Existing Harvest Landing Specific Plan:** This alternative consists of the Project not being approved, and the existing Harvest Landing Specific Plan land use designations being developed. This Alternative would include development of approximately 1,860 residential units, 1,306,582 square feet of MBU development, and approximately 43.6 acres of recreation and open space uses. Areas outside of the existing Specific Plan would maintain their existing General Plan land use designations and zoning designations and would not be developed as part of this Alternative. This Alternative would not require a Specific Plan Amendment, General Plan Amendment, or Zone Change.
- **Alternative 3, Reduced Project Alternative:** This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage developed. Based on a reasonable reduction in development intensity, this alternative assumes a 50 percent reduction in all building square footages in Phase 1 and no development within the Phase 2 area. Therefore, this alternative would develop the 187.43-acre Phase 1 area with approximately 863,789 square feet of MBU uses and approximately 214,253 square feet of commercial retail uses. The 122.68-acre Phase 2 area would remain undeveloped and vacant. No MBU overlay would be added to Val Verde Elementary School. This alternative would include a reduced amount of parking compared to what is needed by the Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change, but would not annex any parcels into the Harvest Landing Specific Plan.
- **Alternative 4, Phase 2 Residential Alternative:** Based on comments received in response to the Notice of Preparation and during the Draft EIR Scoping Meeting, it was stated that Planning Commissioners and City residents wanted an EIR alternative that included a portion of the Specific Plan Area as residential. This alternative consists of development of Phase 1 in a manner consistent with the proposed Project. However, a portion of the Phase 2 area would not be subject to the Specific Plan Amendment so Phase 2 buildout would include development of Phase 2 west of Indian Avenue with MBU uses and development of the area east of Indian Avenue with approximately 615 dwelling units pursuant to the existing Harvest Landing Specific Plan designations. Therefore, this alternative would include development of approximately 3,403,877 square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. As with the Project, the entire 358.28-acre developable portion of the site would be developed. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change.

8.6 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT

Pursuant to CEQA Guidelines Section 15126.6(e), this Draft EIR is required to “discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time the

environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services [...] In certain instances, the no project alternative means ‘no build’ wherein the existing environmental setting is maintained.”

The No Project/No Development Alternative allows decision-makers to compare the environmental impacts of approving the proposed Project to the environmental impacts that would occur if the property were to be left in its existing conditions for the foreseeable future. Under the existing conditions, the Specific Plan area contains vacant land, two single-family residences, and Val Verde Elementary School. Under this Alternative, no Specific Plan Amendment, General Plan Amendment, Zone Change, or development would occur. The single-family residences and Val Verde Elementary School would continue to operate, and vacant areas would continue to be disked. See Section 4.0, *Environmental Setting*, for additional details and figures regarding the existing conditions at the Project site.

8.6.1 Environmental Impacts

Aesthetics

Under this alternative, the visual character and quality of the site would be maintained, and no new structures or landscaping would be introduced. This alternative would not result in a change in the visual height, scale, and mass of the development on the site. This alternative would not create new sources of light and glare. However, landscaping would not be added to the site and landscaping along the roadways would not be improved. Overall, this alternative would result in no impacts to aesthetics.

Agriculture and Forestry Resources

Under this alternative, the existing 301.19 acres of Farmland of Local Importance would not be converted. The areas of land that would be annexed into the Specific Plan would continue to have a zoning designation of Light Agriculture (A1). Overall, this alternative would result in no impacts to agriculture and forestry resources.

Air Quality

Under this alternative, no new stationary sources of air pollution would be introduced; however, existing mobile sources of air pollution (i.e., from combustible engine vehicles) would remain. The No Project/No Development alternative would be consistent with the South Coast AQMD 2022 AQMP because no new development would occur under this alternative, and it would avoid the Project’s significant and unavoidable impact related to conflict with the AQMP. In addition, this alternative would avoid the Project’s significant and unavoidable impact related to regional operational air quality emissions and would avoid the need for mitigation measures related to regional and localized construction air quality emissions, localized operational emissions, and health risk impacts as this alternative would result in no increase in emissions of criteria pollutants or diesel particulate matter emissions over existing conditions. Therefore, the No Project/No Development alternative would not result in any air quality impacts.

Biological Resources

Under this alternative, periodic disturbances related to disking fallow fields for weed abatement would continue to occur at the Project site, as well as other routine maintenance activities for property upkeep. While periodic disturbances could potentially impact biological resources, no grading would occur and there would be no potential impacts to special status plants, animals, or sensitive vegetation communities in the Project site. As such, existing vegetation communities within the Project site would remain in their existing

conditions minus impacts related to periodic disturbances. Furthermore, this alternative would avoid impacting the existing jurisdictional waters onsite. Therefore, the No Project/No Development alternative would not result in any impacts to biological resources.

Cultural Resources

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement would continue to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading for construction would occur and there would be no potential impacts to archaeological resources that may be buried below ground. In addition, while the existing onsite homes were determined to not be historically significant, this alternative would not result in demolition of historic-age structures. Therefore, the No Project/No Development alternative would not result in any impacts to cultural resources.

Energy

No construction activities would occur at the Project site or operation of new structures that would increase consumption of energy sources under this alternative. The existing onsite residences would continue to consume energy and natural gas. In addition, vehicles driving on the roadways within the Project site would continue to consume gasoline; however, no increase in electrical, natural gas, or petroleum demand would occur. Therefore, the No Project/No Development alternative would not result in any energy impacts.

Geology and Soils

No new construction activities, including grading, would occur under this alternative. Thus, there would be no potential for additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site. Additionally, as no grading activities would occur under this alternative, potential impacts from erosion, loss of topsoil, or to paleontological resources would not occur. Therefore, the No Project/No Development alternative would not result in any impacts to geology and soils.

Greenhouse Gas Emissions

No new construction activities would occur at the Project site or operation of new structures that would generate greenhouse gas (GHG) emissions under this alternative. Periodic disturbances related to discing fallow fields for weed abatement would continue to occur at the Project site, as well as other routine maintenance activities for property upkeep. Further, vehicles traveling through the Project site on roadways would continue to emit limited GHG emissions. These activities would continue to generate small levels of GHG emissions from onsite activities. Therefore, this alternative would result in negligible GHG emissions compared to the Project and would avoid the Project's significant and unavoidable impacts regarding GHG emissions.

Hazards and Hazardous Materials

No new construction activities would occur at the Project site or operation of new commercial and industrial buildings that would generate, and result in transport of, hazardous materials. The existing onsite residences would continue to utilize limited household hazardous materials. The No Project/No Build Alternative would not include major construction activities that would use typical construction-related hazardous materials. Thus, potential impacts related to use, disposal, and transport of hazardous materials would be avoided by this alternative. While this Draft EIR determined that the Project's potential impacts related to hazards and hazardous materials would be less than significant, this alternative would not result in any impacts since no grading or construction would occur. In addition, this alternative would not result in construction of any new

buildings onsite; therefore, the alternative would avoid the Project's potential impacts related to safety hazards from aircraft associated with March Air Reserve Base/Inland Port Airport (March ARB/IPA).

Hydrology and Water Quality

No changes to existing hydrology and drainage conditions would occur under this alternative. There are currently limited existing stormwater drainage facilities within the Project site along roadways and no stormwater improvements would be constructed. Additionally, under this alternative, the stormwater leaving the site would not be treated to minimize waterborne pollutants and would continue to contain sediment and other potential pollutants, as occurs under existing conditions. However, this alternative would generate fewer sources of potential water-borne pollutants due to lack of onsite buildings and number of vehicles onsite. Overall, hydrology and water quality impacts of the No Project/No Build Alternative would be less than significant, and neutral in comparison to the proposed Project.

Land Use and Planning

This alternative would not result in new development and, as such, there would be no potential for land uses to be introduced that would indirectly result in environmental impacts due to a conflict with an existing land use plan. Overall, this alternative would result in no impacts to land use and planning.

Noise

Under this alternative, no new sources of noise would be introduced at the Project site. Since no new development would occur and no traffic trips would be generated, this alternative would not contribute to an incremental increase in area-wide traffic noise levels. In addition, this alternative would not result in construction onsite and no construction noise or vibration would occur. Furthermore, this alternative would not result in new noise within the Project site or new traffic that would result in roadway noise level increases. Therefore, this alternative would avoid the Project's significant and unavoidable traffic noise impact. Overall, this alternative would result in no impacts to noise.

Population and Housing

This alternative would not result in induced growth or displacement affecting population and housing. However, this alternative would also not result in the benefit of adding new employment opportunities, which would help result in a more balanced jobs-housing ratio. Therefore, while the Project's potential impacts would be less than significant upon implementation of standard conditions of approval, the alternative would result in no impacts.

Public Services

This alternative would not result in increased demand for public services such as fire and sheriff services, school services, library services, or health services that requires the new construction of public facilities. However, this alternative would also not result in the payment of development impact fees pursuant to the Perris Municipal Code. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in no impacts.

Recreation

This alternative would not result in increased demand for recreational facilities. However, this alternative would also not result in the payment of Quimby fees pursuant to the Perris Municipal Code. Therefore, while the Project's impacts would be less than significant through compliance with regulatory programs, the alternative would result in no impacts.

Transportation

This alternative would not result in any new vehicle trips, traffic, or VMT related to operation of the Project site. This alternative would not impact existing transit service and alternative transportation facilities within the Project site. As the Project site would not be developed and new trips would not be generated, the No Project/No Development alternative would not require design features or mitigation. Therefore, this alternative would avoid the Project's significant and unavoidable VMT impact. Overall, this alternative would result in no impacts to transportation.

Tribal Cultural Resources

Under this alternative, periodic disturbances related to discing fallow fields for weed abatement would continue to occur at the Project site, as well as other routine maintenance activities for property upkeep. No grading would occur and there would be no potential impacts to tribal cultural resources that may be buried below ground. Although mitigation measures required of the Project would reduce tribal cultural resource impacts to less than significant levels, this alternative would avoid potential impacts to tribal cultural resources associated with the Project.

Utilities and Service Systems

Under this alternative, no additional domestic water, wastewater, stormwater drainage, electric power, natural gas, or telecommunication facilities would be needed under this alternative, and there would be no change in the demand for domestic water or wastewater treatment services. This alternative would also not result in increased demand for solid waste collection and disposal. Selection of this alternative would avoid all of the Project's impacts to utilities and service system providers. While the Project would result in less than significant impacts, this alternative would result in no impacts due to no change in demand of these service systems.

8.6.2 Conclusion

Ability to Reduce Impacts

The No Project/No Development Alternative would result in continuation of the existing uses within the Project site and the proposed development would not occur. As a result, this alternative would avoid the need for mitigation measures that are identified in Chapter 5.0 of this Draft EIR, which include measures related to air quality, biological resources, cultural resources, greenhouse gas emissions, paleontological resources, transportation, and tribal cultural resources. This alternative would also avoid the significant and unavoidable impacts to air quality, greenhouse gas emissions, noise, and VMT. This alternative would not result in any of the impacts analyzed in this Draft EIR (see Table 8-9).

Ability to Achieve Project Objectives

As shown in Table 8-10, below, the No Project/No Development Alternative would not meet any of the Project objectives. The alternative would not provide a master plan to provide a mix of commercial and business park uses or economic opportunities and job growth within the City of Perris. This alternative would not provide additional retail and dining opportunities for residents or visitors in the City of Perris. The potential benefits of the proposed Project would also not be realized, including providing jobs onsite that would result in a better jobs-housing balance in Perris, which is currently considered a housing rich area. Overall, this alternative would not develop in underutilized property located in the vicinity to I-215.

8.7 ALTERNATIVE 2: NO PROJECT/BUILDOUT OF EXISTING HARVEST LANDING SPECIFIC PLAN

The No Project/Buildout of Existing Harvest Landing Specific Plan consists of the Project not being approved, and the existing Harvest Landing Specific Plan land use designations being developed. This Alternative would include development of approximately 1,860 residential units, 1,233,401 square feet of MBU development, 73,181 square feet of commercial uses, and approximately 43.6 acres of recreation and open space uses. The No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would develop 341.1 acres out of the 358.28 acres being developed under the Project. Areas outside of the existing Specific Plan would maintain their existing General Plan land use designations and zoning designations and would not be developed as part of this Alternative. This Alternative would not require a Specific Plan Amendment, General Plan Amendment, or Zone Change.

8.7.1 Environmental Impacts

Aesthetics

This alternative would introduce new buildings and landscaping to the area. While onsite density would increase with development of additional residences and industrial or warehouse buildings, this alternative would be visually compatible with surrounding residential and industrial development in the vicinity of the Specific Plan Area. This alternative would introduce new sources of light and glare, but would be similarly subject to the Perris Municipal Code. This alternative would result in less than significant impacts related to aesthetics and, therefore, would be consistent with the Project's impact.

Agricultural and Forestry Resources

Similar to the proposed Project, this Alternative would convert approximately 295.19 acres of Farmland of Local Importance and 46.43 acres of Other Lands to developed land. This alternative would not convert the 5.54 acres of land northwest of the existing Specific Plan Area from Farmland of Local Importance as that land would not be annexed into the Specific Plan under this alternative. Therefore, while Project impacts would be less than significant, impacts from this alternative would be reduced compared to Project impacts.

Air Quality

This Alternative would result in construction activities within the existing 341.1-acre Harvest Landing Specific Plan area. Given the Alternative would result in similar construction activities throughout the site, the Alternative would result in similar construction emissions. Therefore, this Alternative would also exceed South Coast AQMD thresholds and, like the Project, would result in significant regional construction air quality impacts.

At the time the certified *Harvest Landing Specific Plan Draft Environmental Impact Report* analysis was conducted, the South Coast AQMD's recommended general development project air quality model was the URBan EMISsions (URBEMIS) 2007 model version 9.2.2 which utilized EMFAC 2007 emission factors. Since that time there have been several updated models and, as such, URBEMIS is no longer the recommended model. Currently, the recommended model for use is CalEEMod version 2022 which utilizes the current EMFAC 2022 emissions factors and is what was utilized in this analysis. As such some of the variations in emissions are due to changes in methodology from URBEMIS to CalEEMod. As shown in Table 8-1, the operational emissions resulting from the previously approved specific plan would be less than emissions generated by the proposed Project for Summer VOC and PM_{2.5} emissions and NO_x and SO_x emissions only, primarily due to mobile source emissions associated with the additional vehicle trips. Nevertheless, emissions of VOC, NO_x,

CO, PM₁₀, and PM_{2.5} from operation of the existing Harvest Landing Specific Plan would exceed South Coast AQMD emissions. As such, this Alternative would not avoid the need for mitigation measures and would, like the Project, result in significant and unavoidable air quality impacts.

Table 8-1: Comparison of Existing to Proposed Buildout Regional Operational Emissions

Scenario	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer (Smog Season)						
Proposed Project	378.23	496.20	1721.45	6.04	372.09	104.85
Previously Approved Specific Plan	329.00	347.00	2581.00	3.00	502.00	100.00
Net (Proposed – Approved EIR)	49.23	149.20	-859.55	3.04	-129.91	4.85
Winter						
Proposed Project	325.39	515.14	1327.56	5.87	371.61	104.49
Previously Approved Specific Plan	616.00	414.00	2757.00	4.00	544.00	141.00
Net (Proposed – Approved EIR)	-290.61	101.14	-1429.44	1.87	-172.39	-36.51

Source: EIR Appendix B

Therefore, this alternative would not avoid the Project's significant and unavoidable construction and operational regional air quality impacts. While development of this alternative would result in increased setbacks between offsite sensitive land uses and proposed industrial land uses, it would locate additional residential development in close proximity to proposed diesel particulate matter emitting uses. Overall, the No Project/Buildout of Existing Harvest Landing Specific Plan would continue to result in significant and unavoidable air quality impacts, consistent with those associated with the proposed Project.

Biological Resources

While a reduced acreage would be disturbed as part of this alternative, both drainages and areas where burrowing owl were found onsite would be disturbed and developed. Therefore, this alternative would result in largely the same potential impacts to biological resources over a slightly reduced acreage. This alternative would require implementation of the same mitigation measures to reduce potential impacts to a less than significant level. Therefore, this alternative would result in less than significant impacts with mitigation and impacts would be consistent with those associated with the proposed Project.

Cultural Resources

Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the 341.1-acre Harvest Landing Specific Plan and require the same mitigation measure requiring archeological monitoring. Therefore, potential impacts associated with this alternative would be similar compared to the Project and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to cultural resources and, therefore, would be consistent with the Project's impact.

Energy

This alternative would result in an increase in the demand for electricity in comparison to the proposed Project due to the residential uses onsite. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; this alternative would greatly reduce the use of diesel fuel due to the decreased MBU square footage. As shown in Table 8-2, this

alternative would greatly reduce vehicle trips to the site and, therefore, would reduce the consumption of gasoline. Therefore, impacts to energy from the No Project/Build out of Existing Harvest Landing Specific Alternative would be neutral in comparison those associated with the proposed Project and would remain less than significant.

Geology and Soils

Potential impacts related to the additional residents, workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be the same as the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. Overall, this alternative would also result in less than significant impacts related to geology and soils and would be neutral in comparison to the proposed Project.

Greenhouse Gas Emissions

This alternative would increase the generation of greenhouse gas emissions compared to existing conditions, but emissions would be less compared to the Project from decreased trips associated with the alternative. However, due to the magnitude of development, this alternative would not reduce greenhouse gas emissions to below South Coast AQMD thresholds of significance. Therefore, while impacts would be reduced in comparison to the proposed Project, this alternative would not avoid the Project's significant and unavoidable greenhouse gas emissions impact.

Hazards and Hazardous Materials

Under this alternative, demolition of existing residential structures onsite would occur and removal and disposal of asbestos and lead based materials would occur. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. However, unlike the proposed Project, this alternative would place residential development within March ARB/IPA ALUCP Compatibility Zone C2. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials and, therefore, would be consistent with the Project's impacts.

Hydrology and Water Quality

It is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project due to the development of 43.6 acres of recreational and open spaces. Construction of the alternative would still require construction of drainage facilities and disturbance of existing onsite drainages. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would result in less than significant impacts related to hydrology and water quality but would result in a decrease in potential impacts in comparison to the proposed Project.

Land Use

Both the Project and the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would be consistent with environmental goals and policies set forth in the City of Perris General Plan and Connect SoCal 2020. With implementation of measures to address other environmental issues (e.g., biological

resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, potential impacts related to land use and planning from the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would be less than significant and, therefore, would be consistent with the Project's impacts.

Noise

Due to the decrease of approximately 16,777 daily trips in comparison to the proposed Project's trips and location of the commercial component at the southern portion of the Specific Plan along Frontage Road, this alternative would avoid the Project's significant and unavoidable traffic noise impact related to the noise level increases along Barrett Road between Orange Avenue and Placentia Avenue. Short-term noise and vibration impacts during construction would be similar to the Project; however, this alternative would result in a slightly smaller disturbance area than the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the less intense industrial development on site under this alternative, impacts would be reduced under the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Population and Housing

As described in the 2008 Harvest Landing Specific Plan EIR, buildout of the Harvest Landing Specific Plan would result in approximately 6,938 residents and 1,380 jobs onsite. Therefore, this Alternative would result in additional people onsite compared to the 6,427 jobs that would occur under buildout of the proposed Project. However, this population and employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Construction of this alternative would result in generally similar impacts, if not a slight decrease in demand for public services based on the decreased development intensity on a square footage basis. The same fire and sheriff's stations would serve the alternative, however the increase in the amount of occupants onsite would likely increase the amount of service calls received by these public services compared to the Project. In addition, due to the amount of housing that would be developed by this Alternative, it would result in an increase in school aged children and increased need for public school services. In addition, this alternative would also require the payment of development impact fees imposed by Perris Ordinance No. 1182 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less than significant impacts as the Project, the impacts would be increased with the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative.

Recreation

While this alternative would result in an additional 6,983 residents onsite, which would not occur under buildout of the Project, the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would include neighborhood parks and recreational facilities to satisfy the City of Perris requirements of five acres per 1,000 residents. In addition, this alternative would be required to implement all the same Project mitigation measures related to construction for construction of the alternative's 43.6 acres of recreational and open spaces. Therefore, while this alternative would result in similar less than significant impacts as the

Project, the demand for recreational services would be increased with the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative.

Transportation

Development of the No Project/Buildout of Existing Harvest Landing Specific Plan would result in approximately 23,544 daily trips, as shown in Table 8-2. This alternative would result in substantially fewer trips than the Project, which is calculated to generate 40,321 daily trips including 2,778 AM peak hour and 3,106 PM peak hour trips. With respect to VMT, due to the continued inclusion of commercial uses and additional inclusion of residences compared to the Project, this alternative is unlikely to avoid the Project's significant and unavoidable Project-specific VMT impact. Therefore, it would be presumed that this alternative would result in significant and unavoidable impacts related to VMT, consistent with the proposed Project. Therefore, impacts from this alternative would be similar to the Project.

Table 8-2: Alternative 2 Trip Generation

				AM Peak Hour			PM Peak Hour			
Planning Area	Land Use	Quantity	Units	In	Out	Total	In	Out	Total	Daily
PHASE 1 (2009)										
Planning Area 1A	1A Single Family	316	DU	58	164	221	187	110	297	2,980
	1A Condo/Townhouse	124	DU	13	42	55	32	13	45	427
	1A Subtotal			71	206	276	219	123	342	3,407
	1B Business Park	545.807	TSF	626	111	737	173	493	666	6,790
	1C Shopping Center	73.181	TSF	38	23	61	119	129	249	2,708
PHASE 1 SUBTOTAL				735	340	1074	511	745	1257	12,905
INTERNAL CAPTURE (5%)				-37	-17	-54	-26	-37	-63	-645
PHASE 1 TOTAL				698	323	1020	485	708	1194	12,260
PHASE 2 (2011)										
Planning Area 2A	2A Single Family	241	DU	44	125	169	143	84	227	2,273
	2A Condo/Townhouse	488	DU	49	165	215	125	51	176	1,679
	2A Sports Park	16.7	AC	15	12	27	39	39	78	697
	2A Subtotal			108	302	411	307	174	481	4,649
	2B Business Park	399.445	TSF	458	81	539	127	361	487	4,969
PHASES 1 & 2 SUBTOTAL				1,301	723	2,024	945	1,280	2,225	22,523
PHASES 1 & 2 INTERNAL CAPTURE (10%)				-130	-72	-202	-95	-128	-223	-2,252
PHASES 1 & 2 TOTAL				1171	651	1822	851	1152	2003	20,271
PHASE 3 (2013)										
Planning Area 3A	3A Condo/Townhouse	345	DU	35	117	152	88	36	124	1,187
	3A Single Family	160	DU	29	83	112	95	56	150	1,509
	3A Subtotal			64	200	264	183	92	274	2,696
	3B Business Park	288.149	TSF	331	58	389	91	260	352	3,585
	3C Condo/Townhouse	182	DU	18	62	80	47	19	66	626
PROJECT SUBTOTAL (PHASES 1, 2 & 3)				1,714	1,043	2,757	1,266	1,651	2,917	29,430
PROJECT INTERNAL CAPTURE (20%)				-343	-209	-551	-253	-330	-583	-5,886
PROJECT TOTAL				1371	834	2,206	1,013	1,321	2,334	23,544

Tribal Cultural Resources

Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the warehouse and require the same mitigation measures, though these activities would cover a smaller area compared to the Project. Therefore, potential impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. This alternative would result in less than significant impacts to tribal cultural resources and, therefore, would be consistent with the Project's impact.

Utilities and Service Systems

Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. The development under this alternative would be fully consistent with the growth assumptions under the Perris General Plan, which are used by the Eastern Municipal Water District (EMWD) for long-term planning purposes. As shown in EIR Appendix U, buildout of the existing Harvest Landing Specific Plan would result in an annual demand of approximately 739.23 acre-feet per year compared to the Project's demand of 561.68 acre-feet per year. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate more wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill and/or Badlands Landfill capacity. Overall, while this alternative would result in less than significant impacts related to utilities and service systems, it would result in an increase in impacts in comparison to the proposed Project.

8.7.2 Conclusion

Ability to Reduce Impacts

Development under the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would reduce Project square footage, however the Project would bring more occupants to the Project site. While some impacts would be reduced, many of the impacts under this alternative would increase. Further, while this alternative would avoid the Project's significant and unavoidable traffic noise impact, this alternative would not avoid the Project's air quality, greenhouse gas, or vehicle miles traveled impacts. All mitigation measures would still be applicable to this alternative; however, this alternative would result in lessened impacts to 4 of the 18 environmental topics analyzed in this Draft EIR (see Table 8-9).

Ability to Achieve Project Objectives

As shown in Table 8-10, below, the No Project/Buildout of Existing Harvest Landing Specific Plan Alternative would not meet many of the Project objectives. Under this alternative, the existing 341.1-acre Harvest Landing Specific Plan would be built out with 1,233,401 square feet of MBU development, 73,181 square feet of commercial uses, 1,860 residential units, and 43.6 acres of recreational and open space uses. The alternative would not meet the main objective of the Project which is to amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities. This alternative would meet the remainder of Project objectives, but to a lesser extent.

8.8 ALTERNATIVE 3: REDUCED PROJECT ALTERNATIVE

This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage developed. Based on a reasonable reduction in development intensity, this alternative assumes a 50 percent reduction in all building square footages in Phase 1 and no development within the Phase 2 area. Therefore, this alternative would develop the 186.38-acre Phase 1 area with approximately 863,789 square feet of MBU uses and approximately 214,253 square feet of commercial retail uses. The 122.49-acre Phase 2 area would remain undeveloped and vacant. In addition, the 12.91-acre water quality management basin would be developed, but a smaller acreage of roadways would be developed due to the decrease in development intensity onsite. No MBU overlay would be added to Val Verde Elementary School. Development under the Reduced Project Alternative would reduce commercial building square footage by 50 percent and MBU building square footage by 85 percent. This alternative would include a reduced amount of parking compared to what is needed by the Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change, but would not annex any parcels into the Harvest Landing Specific Plan.

8.8.1 Environmental Impacts

Aesthetics

This alternative would introduce multiple new buildings and landscaping onto the Project site. The alternative would result in increased setbacks and a larger percentage of landscaped area than what is proposed by the Project. This alternative would introduce reduced levels of new sources of light and glare but would be similarly subject to the Perris Municipal Code. Overall, this alternative would also result in less than significant impacts related to aesthetics but would result in a decrease in impacts in comparison to the proposed Project.

Agricultural and Forestry Resources

Development of this alternative would result in a loss in approximately 11.58 acres of other land and approximately 214 acres of Farmland of Local Importance. This alternative would not convert the land within Phase 2 or associated roadway improvements from Farmland of Local Importance as that land would not be developed under this alternative. Therefore, while Project impacts would be less than significant, impacts from this alternative would be reduced compared to Project impacts.

Air Quality

Development under the Reduced Project Alternative would reduce commercial building square footage by 50 percent and MBU building square footage by 85 percent, resulting in an overall decrease of 83 percent of building square footage. Due to the significant decrease in development intensity of 83 percent, this Alternative would proportionally reduce regional construction and operational emissions by 83 percent to below South Coast AQMD thresholds of significance. Assuming an 83 percent reduction in construction emissions, emissions would be below South Coast AQMD thresholds of significance for VOC and NO_x without mitigation. Therefore, this alternative would avoid the Project's significant and unavoidable regional air quality impacts related to construction emissions.

Assuming an 83 percent reduction in operational emissions, emissions would be below South Coast AQMD thresholds of significance for CO, PM₁₀, and PM_{2.5}, but would exceed thresholds of significance for VOC and NO_x without mitigation. With implementation of Mitigation Measures AQ-8 through AQ-20, assuming an 83 percent reduction in mitigated operational emissions, the alternative would result in approximately 54.9 pounds per day of VOC emissions and 86.3 pounds per day of NO_x emissions; therefore, emissions would continue to exceed South Coast AQMD thresholds of significance for NO_x emissions. As such, this alternative

would not avoid the Project's significant and unavoidable impacts related to regional operational emissions. Further, this alternative would increase the distance between sensitive receptors and construction and operational activities as no development would occur within the Phase 2 area, thereby reducing emissions levels of pollutant emissions and diesel particulate matter at nearby sensitive land uses. Overall, this alternative would not avoid the Project's significant and unavoidable air quality impacts, but would greatly reduce air quality emissions in comparison to the Project.

Biological Resources

Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for migratory bird species. While a reduced acreage would be disturbed as part of this alternative, both drainages and areas where burrowing owl were found onsite would be disturbed and developed. Therefore, this alternative would result in largely the same potential impacts to biological resources over a reduced acreage. This alternative would require implementation of the same mitigation measures to reduce potential impacts to a less than significant level. Therefore, this alternative would result in less than significant impacts with mitigation and impacts would be consistent with those under the proposed Project.

Cultural Resources

Potential archaeological impacts would be similar to the Project due to grading and excavation required for development of the Project site and require the same mitigation measure to reduce potential impacts related to inadvertent discovery of an archeological resource during construction of this alternative. However, grading and excavation activities would occur to a lesser extent than the Project as Phase 2 would not be developed. Therefore, potential impacts from this alternative would be similar compared to the Project and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to cultural resources and impacts would be consistent with those under the proposed Project.

Energy

Under the Reduced Project Alternative, approximately 83 percent less building area would be developed within the Project site. This would result in an approximately 83 percent decrease in the demand for energy in comparison to the proposed Project, which was determined to be less than significant. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; however, operational truck trips would be reduced by approximately 83 percent as a result of reduction in facility size. Therefore, impacts to energy from the Reduced Project Alternative would be less than those associated with the proposed Project and remain less than significant. While Project impacts to energy were determined to be less than significant, energy impacts from this alternative would be reduced.

Geology and Soils

Potential impacts related to the additional workers, building, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be the same as the Project but there would be a decrease in structure size. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. The same mitigation measures regarding paleontological resources would be required for this alternative. Overall, this alternative would also result in less than significant impacts related to geology and soils but would result in a decrease in impacts in comparison to the proposed Project.

Greenhouse Gas Emissions

Under the Reduced Project Alternative, approximately 83 percent less building area would be developed within the Project site. Therefore, a reduced volume of construction activities and related production of GHG emissions would occur. In addition, the reduced amount of development by this alternative would result in less stationary source emissions from onsite equipment, and less traffic-associated GHG emissions than the proposed Project. Therefore, the overall volume of GHG emissions would be reduced in comparison to the proposed Project. However, even with an 83 percent reduction in GHG emissions at full buildout, this alternative would result in GHG emissions of approximately 18,561.45 MTCO₂e per year, which would continue to exceed the South Coast AQMD's significance threshold and impacts would be significant and unavoidable. Therefore, while this alternative would not avoid the Project's significant and unavoidable GHG impacts, the GHG emissions would be greatly reduced in comparison to the Project.

Hazards and Hazardous Materials

Under this alternative, demolition of existing residential structures onsite would occur and removal and disposal of asbestos and lead based materials would occur. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials such as fuel, paints, and solvents. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including small quantities of household cleaners, lubricants, batteries, etc. as the proposed Project. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials and, therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

Due to the decrease in square footage developed, development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project. Construction of the alternative would still construct the identified stormwater drainage system and 12.91-acre WQMP area as the Project but would likely require a smaller sized basin. In addition, preparation of a SWPPP and WQMP would be required for development of this alternative. Overall, this alternative would also result in less than significant impacts related to hydrology and water quality but would result in decreased impacts in comparison to the proposed Project.

Land Use

Like the proposed Project, the Reduced Project alternative would require a General Plan Amendment and Specific Plan Amendment. Both the Project and the Reduced Project Alternative would be consistent with environmental goals and policies of the City of Perris General Plan and the Connect SoCal 2020. With implementation of measures to address other environmental issues (e.g., biological resources, cultural resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Project Alternative would be less than significant and, therefore, would be consistent with the Project's impacts.

Noise

The operation of this alternative would result in approximately 30,885 fewer daily trips in comparison to the proposed Project. Therefore, this alternative would result in a decrease in roadway noise when compared to the proposed Project and would avoid or at least greatly reduce the significant and unavoidable traffic noise impact along Barrett Avenue between Orange Avenue and Placentia Avenue. Short-term noise and

vibration impacts during construction would be similar to the Project; however, this alternative would result in a smaller disturbance area than the Project. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards; however, due to the less intense development on site under this alternative, impacts would be reduced under the Reduced Project Alternative as compared to the Project. Therefore, this alternative would result in fewer impacts than those associated with the Project.

Population and Housing

Based on the Riverside County General Plan's employee generation ratio of one worker for 1,030 square feet of MBU building area and one worker for every 500 square feet of commercial building area, this alternative would result in the need for approximately 1,267 employees compared to the Specific Plan Buildout's estimated 6,427 employees. This employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project, but potential impacts would be decreased.

Public Services

Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for public services based on the decreased employment generated. The same fire and sheriff stations would serve the alternative, and the decrease in square footage developed and a decrease in total number of employees would likely decrease the amount of service calls received by these public services compared to the Project. In addition, this alternative would also require the payment of development impact fees imposed by the City of Perris. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project, but impacts would be decreased.

Recreation

Construction of this alternative would result in generally similar impacts, if not a slightly decreased demand for employee amenities and park and recreation facilities. In addition, this alternative would also require the payment of development impact fees imposed by the City of Perris. Through implementation of regulatory requirements, impacts would be less than significant. Therefore, this alternative would result in similar less than significant impacts as the Project, but impacts would be decreased.

Transportation

Under this alternative, development of the Reduced Project Alternative would result in approximately 9,436 daily trips, as shown in Table 8-3. This alternative would result in substantially fewer trips than the Project, which is calculated to generate 40,321 daily trips including 2,778 AM peak hour and 3,106 PM peak hour trips. With respect to VMT, this alternative would result in 9,436 daily trips including 255 AM peak hour and 621 PM peak hour trips. As VMT is generally based on location and project type, given the continued inclusion of commercial uses, this alternative is unlikely to avoid the Project's significant and unavoidable Project-specific VMT impact. Therefore, it would be presumed that this alternative would result in significant and unavoidable impacts related to VMT, consistent with the proposed Project. Therefore, impacts from this alternative would be similar to the Project.

Table 8-3: Alternative 3 Trip Generation

			AM Peak Hour				PM Peak Hour			
Land Use		Units	Daily	In	Out	Total	In	Out	Total	
<u>Trip Rates</u>										
High-Cube Fulfilment Center ¹		TSF	1,744	0.070	0.017	0.087	0.047	0.073	0.120	
Shopping Center ²		TSF	37.01	0.52	0.32	0.84	1.63	1.77	3.40	
TUMF High Cube (MBU)	863.789	TSF	1,506	61	14	75	40	63	103	
Vehicle Mix ³		<u>Percent</u>								
		<u>AM</u>	<u>PM</u>	<u>Daily</u>						
Passenger Vehicles	86.70%	93.70%	87.30%	1,315	53	12	65	38	59	97
2-Axle Trucks	2.91%	1.38%	2.78%	42	2	0	2	1	1	2
3-Axle Trucks	2.35%	1.12%	2.25%	34	1	1	2	0	1	1
4+-Axle Trucks	8.02%	3.80%	7.66%	115	5	1	6	2	2	4
	100%	100%	100%	1,506	61	14	75	40	63	104
PCE Trip Generation ⁴		<u>PCE Factor</u>								
Passenger Vehicles			1.0	1,315	53	12	65	38	59	97
2-Axle Trucks			1.5	63	3	0	4	1	1	3
3-Axle Trucks			2.0	68	3	2	4	1	1	2
4+-Axle Trucks			3.0	346	15	3	18	5	7	12
Total High Cube PCE Trip Generation				1,792	73	17	90	44	69	114
Shopping Center >150k ²	214.253	TSF	7,930	112	68	180	350	379	729	
Pass By ⁵ (0% Daily, 0% AM, 29% PM)			0	0	0	0	-101	-110	-211	
Total Retail Trip Generation			7,930	112	68	180	249	269	518	
Total Project Passenger Car Trip Generation			9,245	164	80	245	287	328	614	
Total Project Truck Trip Generation (Non PCE)			191	8	2	10	3	4	7	
Total Project Trip Generation (Non PCE)			9,436	172	82	255	289	332	621	

Tribal Cultural Resources

Potential tribal cultural resource impacts would be similar to the Project due to grading and excavation required for development of the proposed uses and require the same mitigation measures, though these activities would cover a smaller area compared to the Project. Therefore, potential impacts from this alternative would be similar compared to the Project, and mitigation measures would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts related to tribal cultural resources and impacts would be consistent with those under the proposed Project.

Utilities and Service Systems

The level of development onsite would be decreased under this alternative as compared to the proposed Project. Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the provision of such facilities would be similar and would be less than significant upon compliance with existing regulatory requirements. The development under this alternative would be consistent with the growth assumptions under the Perris General Plan, which are used by the EMWD for long-term planning purposes. Although impacts would be decreased under this alternative due to the decrease in building demand and associated demand for water resources, impacts to water supply would still be less than significant. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate less wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill and/or Badlands Landfill capacity. However, this alternative would result in a decrease in building square footage and would generate less solid waste than the proposed Project. Overall, this alternative would also result in less than significant impacts related to utilities and service systems but would result in a decrease in impacts in comparison to the proposed Project.

8.8.2 Conclusion

Ability to Reduce Impacts

Many of the mitigation measures would still be applicable to this alternative and this alternative would not avoid the Project's significant and unavoidable regional operational air quality, greenhouse gas, and VMT impacts. However, this alternative would avoid the Project's regional construction air quality and roadway noise impacts and would result in lessened impacts to 14 of the 18 environmental topics analyzed in this Draft EIR (see Table 8-9).

Ability to Achieve Project Objectives

As shown in Table 8-10, below, the Reduced Project Alternative would partially meet the majority of Project objectives, but not to the same extent as the proposed Project. The alternative would not meet the main objective of the Project which is to amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities as the entire Harvest Landing Specific Plan would not be developed. This alternative would meet the remainder of Project objectives, but to a lesser extent. In addition, portions of the Specific Plan Area would continue to be underutilized and undeveloped.

8.9 ALTERNATIVE 4: PHASE 2 RESIDENTIAL ALTERNATIVE

This alternative consists of development of Phase 1 in a manner consistent with the proposed Project. However, a portion of the Phase 2 area would not be subject to the Specific Plan Amendment so Phase 2 buildout would include development of Phase 2 west of Indian Avenue with MBU uses and development of the area east of Indian Avenue with approximately 615 dwelling units pursuant to the existing Harvest Landing Specific Plan designations. Therefore, this alternative would include development of approximately 3,403,877 square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. As with the Project, the entire 358.28-acre developable portion of the site would be developed. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change.

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Alternative 4: Phase 2 Residential Alternative



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8.9.1 Environmental Impacts

Aesthetics

While onsite density would increase with development compared to the existing setting, this alternative would be visually compatible with surrounding residential and industrial development in the vicinity of the Specific Plan Area. However, due to the inclusion of residential uses within the Phase 2 area, onsite development has the potential to be internally incompatible due to the variety in different uses onsite. This alternative would introduce new sources of light and glare but would be similarly subject to the Perris Municipal Code. This alternative would result in less than significant impacts related to aesthetics and, therefore, would be consistent with the Project's impact.

Agricultural and Forestry Resources

Development of this alternative would result in a conversion of approximately 301.19 acres of Farmland of Local Importance. Per Section 21060.1 of the CEQA Guidelines, Farmland of Local Importance is not considered Prime, Unique, or of Statewide Importance. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, impacts would be less than significant. Therefore, impacts would be less than significant and impacts from this alternative would be consistent with Project impacts.

Air Quality

As the overall acreage would be disturbed, the construction of the Phase 2 Residential Alternative would result in similar regional construction emissions as those from the proposed Project. However, due to the amount of Phase 2 residences that would be constructed under this alternative, building construction emissions may be greater than those resulting from the proposed Project. Therefore, this alternative would not avoid the Project's significant and unavoidable regional construction air quality impacts and Mitigation Measures AQ-1 through AQ-8 would be required.

This alternative would result in a net reduction of 3,486 daily trips, including 1,327 fewer truck trips, compared to the proposed Project. Table 8-4 shows the resulting regional operational emissions from buildout of the Phase 2 Residential Alternative utilizing the South Coast AQMD's recommended truck trip lengths without mitigation. As shown, like the proposed Project, emissions would exceed the South Coast AQMD thresholds of significance for VOC, NO_x, CO, PM₁₀, and PM_{2.5}. Therefore, while emissions from operation of the Phase 2 Residential Alternative would be reduced in comparison to the proposed Project (see Table 5.3-14 in Section 5.3, *Air Quality*), this alternative would not avoid the Project's significant and unavoidable impacts related to regional operational air quality emissions. Further, due to the land use changes associated with the Phase 1 development and Phase 2 MBU development under this alternative, the alternative may still conflict with the AQMP. This alternative would also be required to implement Mitigation Measures AQ-9 through AQ-20 to reduce emissions to the maximum extent feasible. Further, additional mitigation measures applying to residential operations would be implemented under this alternative.

Table 8-4: Phase 2 Residential Alternative Regional Operational Emissions

Source	Emissions (lbs/day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Mobile Source	149.41	191.57	959.62	3.29	256.21	67.75
Area Source	136.02	11.93	206.48	0.08	1.14	1.06
Energy Source	0.31	5.43	3.40	0.03	0.43	0.43
Stationary Source	12.80	35.78	32.64	0.06	1.88	1.88
Gasoline Dispensing	9.35	0.00	0.00	0.00	0.00	0.00
Onsite Cargo Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	309.33	249.41	1,404.14	3.46	260.04	71.48
South Coast AQMD Regional Thresholds of significance	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES
Winter						
Mobile Source	140.83	202.57	842.06	3.15	256.22	67.76
Area Source	105.53	10.20	4.34	0.07	0.82	0.82
Energy Source	0.31	5.43	3.40	0.03	0.43	0.43
Stationary Source	12.80	35.78	32.64	0.06	1.88	1.88
Gasoline Dispensing	9.35	0.00	0.00	0.00	0.00	0.00
Onsite Cargo Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	270.27	258.69	1,084.44	3.31	259.73	71.24
South Coast AQMD Regional Thresholds of significance	55	55	550	150	150	55
Threshold Exceeded?	YES	YES	YES	NO	YES	YES

Source: Urban Crossroads, 2025 (EIR Appendix W)

While Project impacts to sensitive receptors would be less than significant, this alternative would not include development of industrial uses within the Phase 2 area east of Indian Avenue and instead would develop residential uses. Therefore, this alternative would result in increased setbacks between existing sensitive receptors in the surrounding vicinity (Val Verde Elementary School and residences along Barrett Avenue), which would reduce air pollutant and diesel particulate matter emissions at nearby sensitive land uses and likely avoid the need for Mitigation Measure AQ-21. While development of this alternative would result in increased setbacks between offsite sensitive land uses and proposed industrial land uses, it would locate additional residential development in close proximity to proposed diesel particulate matter emitting uses. As such, new onsite residential receptors within the Phase 2 residential area may be exposed to diesel particulate matter concentrations leading to increased health risks, which would require additional mitigation such as MERV filters or screening requirements for proposed residences. Therefore, while this alternative would not avoid the Project's significant and unavoidable regional air quality impacts or conflict with the AQMP, impacts would be reduced in comparison to the proposed Project.

Biological Resources

As the Phase 2 Residential Alternative would disturb the same acreage as the proposed Project, this alternative would result in largely the same potential impacts to biological resources. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Further, this alternative would result in the removal of onsite habitat for burrowing owl and the disturbance of two onsite drainages. As such, the potential impacts to biological resources at the Project site would be similar to the Project and require Mitigation Measures BIO-1 through BIO-3 to reduce potential impacts to nesting birds. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources and, therefore, would be consistent with the Project's impact.

Cultural Resources

Potential archaeological impacts would be similar to those resulting from the proposed Project as grading and excavation would be required across the same acreage. As such, the potential impacts to cultural resources at the Project site would be similar to the Project and require Mitigation Measures CUL-1 and CUL-2 to reduce potential Project impacts to previously undiscovered archaeological resources and human remains. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

This alternative would result in an increase in the demand for electricity in comparison to the proposed Project due to the residential uses onsite. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; this alternative would greatly reduce the use of diesel fuel due to the decreased MBU square footage in Phase 2. As shown in Table 8-4, this alternative would reduce vehicle trips to the site by 3,486 daily trips and therefore would reduce the consumption of gasoline. Therefore, impacts to energy from the Phase 2 Residential Alternative would be neutral in comparison those associated with the proposed Project and would remain less than significant.

Geology and Soils

Potential impacts related to the potential for additional workers, residents, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. Further, as this alternative would disturb the entire Specific Plan Area, it would require implementation of Mitigation Measure GEO-1 which requires paleontological monitoring. With implementation of Mitigation Measure GEO-1, potential impacts from construction of the Phase 2 Residential Alternative would be reduced to a less-than-significant level. Overall, this alternative would result in less than significant impacts to geology and soils with mitigation and, therefore, would be consistent with the Project's impact.

Greenhouse Gas Emissions

This alternative would result in a net reduction of 3,486 daily trips, including 1,327 fewer truck trips, compared to the proposed Project. Table 8-5 shows the resulting regional operational emissions from

buildout of the Phase 2 Residential Alternative utilizing the South Coast AQMD's recommended truck trip lengths without mitigation. As shown, like the proposed Project, emissions would exceed the South Coast AQMD's 3,000 MTCO_{2e} threshold of significance for greenhouse gas emissions. Therefore, while emissions from operation of the Phase 2 Residential Alternative would be reduced in comparison to the proposed Project (see Table 5.8-2 in Section 5.8, *Greenhouse Gas Emissions*), this alternative would not avoid the Project's significant and unavoidable impacts related to greenhouse gas emissions or conflict with GHG reduction plans. Further, this alternative would also be required to implement Mitigation Measures AQ-1 through AQ-20 and GHG-1 through GHG-4 to reduce emissions to the maximum extent feasible. Additional mitigation measures that are applicable to residential development, such as additional EV charging infrastructure and energy efficient appliances, would also be required. Therefore, while this alternative would not avoid the Project's significant and unavoidable greenhouse gas impacts, impacts would be reduced in comparison to the proposed Project.

Table 8-5: Phase 2 Residential Alternative GHG Emissions

Source	Emission (metric tons per year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	170.97	0.00	0.01	0.15	175.48
Mobile Source	32,009.86	1.57	2.31	47.71	32,784.17
Area Source	43.93	0.00	0.00	0.00	44.09
Energy Source	3,839.67	0.36	0.04	0.00	3,860.45
Water Source	645.99	14.72	0.35	0.00	1,119.46
Waste Source	314.72	31.45	0.00	0.00	1,101.08
Refrigeration	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	39,694.80				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	17,102.57	0.49	1.80	17.01	17,669.27
Area Source	191.42	0.00	0.00	0.00	191.73
Energy Source	4,528.56	0.55	0.06	0.00	4,560.67
Water Source	478.88	13.47	0.32	0.00	912.23
Waste Source	227.89	22.78	0.00	0.00	797.32
Refrigeration	0.00	0.00	0.00	26.71	26.71
Stationary Source	79.97	0.00	0.00	0.00	80.23
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO ₂ e (All Sources)	24,955.25				

Source	Emission (metric tons per year)				
	CO ₂	CH ₄	N ₂ O	Refrigerants	Total CO ₂ e
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	595.25	0.01	0.04	0.43	608.32
Mobile Source	46,579.53	1.82	3.88	47.16	47,827.58
Area Source	235.35	0.01	0.00	0.00	235.82
Energy Source	7,549.22	0.91	0.10	0.00	7,602.12
Water Source	1,000.79	28.18	0.68	0.00	1,907.61
Waste Source	542.61	54.23	0.00	0.00	1,898.40
Refrigeration	0.00	0.00	0.00	283.74	283.74
Stationary Source	148.51	0.01	0.00	0.00	149.01
Onsite Equipment	0.00	0.00	0.00	0.00	615.88
Total CO₂e (All Sources)	61,128.47				

Source: Urban Crossroads, 2025 (EIR Appendix W)

Hazards and Hazardous Materials

Under this alternative, demolition of existing residential structures onsite and potential demolition of Val Verde Elementary School would occur and removal and disposal of asbestos and lead based materials would occur. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. However, unlike the proposed Project, this alternative would place residential development within in March ARB/IPA ALUCP Compatibility Zone C2. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials and, therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

It is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project due to the development of the 16.5-acre sports park and additional recreational facilities in the residential portion of Phase 2. Construction of the alternative would still require construction of the same drainage facilities in the Phase 1 area and disturbance of existing onsite drainages. In addition, preparation of a SWPPP and WQMP would be required for future development in Phase 2 for this alternative. Overall, this alternative would result in less than significant impacts related to hydrology and water quality but would result in a decrease in impacts in comparison to the proposed Project.

Land Use

Both the Project and the No Project/Phase 2 Residential Alternative would be consistent with the environmental goals and policies of the City of Perris General Plan and Connect SoCal 2020. With implementation of measures to address other environmental issues (e.g., biological resources, cultural resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the No

Project/Buildout of Existing Harvest Landing Specific Plan Alternative would be less than significant and, therefore, would be consistent with the Project's impacts.

Noise

This alternative would result in a net reduction of 3,486 daily trips, including 1,327 fewer truck trips, compared to the proposed Project. Using the same roadway segments identified in the 2025 Noise Study, the offsite traffic noise levels were calculated for the Phase 2 Residential Alternative based on the Average Daily Traffic Volumes presented in the Traffic Impact Analysis included in EIR Appendix R. Table 8-6 shows a summary of the Phase 2 Residential Alternative offsite traffic noise levels for each traffic scenarios outlined in the Traffic Impact Analysis. As shown, the offsite traffic noise levels for the alternative would range from 0.1 to 8.3 dBA CNEL in comparison to the Project's traffic noise levels, which would range from 0.1 to 10.6 dBA CNEL. As shown on Table 8-7, traffic noise levels would continue to exceed thresholds along Barrett Avenue between Orange Avenue and Placentia Avenue. Therefore, while traffic noise levels would be reduced in comparison to the Project, this alternative would not avoid the Project's significant and unavoidable traffic noise impact.

Short-term noise and vibration impacts during construction would be similar to the Project as the entire Specific Plan Area would be developed. The Phase 2 Residential Alternative is not expected to include any specific type of operational noise (stationary source) levels beyond the typical noise sources associated with residential land use. This includes residents moving around the site, parking activities, air conditioning units and background outdoor activities. Residential land use is generally considered noise-sensitive receiving land use. In addition, the potential noise source activities from the 16.5-acre sports park are not expected to take place during the noise sensitive nighttime hours. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards. However, due to the less intense industrial development within the Phase 2 area under this alternative and increased distance between offsite sensitive land uses and proposed industrial uses, impacts would be reduced under the Phase 2 Residential Alternative as compared to the Project. However, proposed MBU uses within the Phase 2 area would require additional noise screening to ensure that the Phase 2 onsite residential receivers would not be exposed to noise levels exceeding City standards. Therefore, this alternative would result in fewer impacts than those associated with the Project; however, this alternative would not avoid the Project's significant and unavoidable traffic noise impact.

Table 8-6: Alternative 4 Traffic Noise Levels

ID	Road	Segment	Incremental Noise Level Increase (dBA CNEL)							
			2025 Noise Study				Ph2 Residential Alt.			
			E	2026	2030	2045	E	2026	2030	2045
1	Indian Ave	between Placentia Ave and Orange Ave	1.1	0.3	0.9	0.6	1.1	0.3	0.9	0.6
2	Orange Ave	between Indian Ave and Perris Blvd	0.9	0.6	0.7	0.7	0.9	0.6	0.7	0.7
3	Perris Blvd	between Orange Ave and Citrus Ave	0.6	0.4	0.4	0.4	0.6	0.4	0.4	0.4
4	Barrett Ave	between Placentia Ave and Orange Ave	7.1	5.8	6.4	6.3	7.1	5.8	6.4	6.3
5	Perris Blvd	between Placentia Ave and Orange Ave	0.5	0.3	0.2	0.2	0.5	0.3	0.2	0.2
6	Perris Blvd	between Rider St and Placentia Ave	0.5	0.2	0.3	0.3	0.5	0.2	0.3	0.3
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	0.8	0.7	0.6	0.6	0.8	0.7	0.6	0.6
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	10.0	5.6	9.4	8.2	7.9	5.6	7.4	6.3
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	9.2	8.0	8.5	7.3	7.6	8.0	6.9	5.8
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	10.6	0.3	9.9	8.7	8.3	0.3	7.6	6.5
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	0.3	0.1	0.1	0.1	0.3	0.1	0.1	0.1
12	Perris Blvd	between Citrus Ave and Nuevo Rd	1.5	1.0	1.0	0.9	1.5	1.0	1.0	0.9
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	5.5	1.4	3.8	3.8	4.0	1.4	2.7	2.7
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	1.0	0.5	0.6	0.6	1.0	0.5	0.6	0.6
15	Placentia Ave	between Indian Ave and Perris Blvd	2.0	0.8	1.0	1.0	2.0	0.8	1.0	1.0

Source: Urban Crossroads, 2025 (EIR Appendix W)

Table 8-7: Alternative 4 Traffic Noise Impact Summary

ID	Road	Segment	Incremental Noise Level Increase Threshold Exceeded? ¹							
			2025 Noise Study				Ph2 Residential Alt.			
			E	2026	2030	2045	E	2026	2030	2045
1	Indian Ave	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
2	Orange Ave	between Indian Ave and Perris Blvd	No	No	No	No	No	No	No	No
3	Perris Blvd	between Orange Ave and Citrus Ave	No	No	No	No	No	No	No	No
4	Barrett Ave	between Placentia Ave and Orange Ave	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	Perris Blvd	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
6	Perris Blvd	between Rider St and Placentia Ave	No	No	No	No	No	No	No	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	No	No	No	No	No	No	No	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	No	No	No	No	No	No	No	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	No	No	No	No	No	No	No	No
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	No	No	No	No	No	No	No	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	No	No	No	No	No	No	No	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	No	No	No	No	No	No	No	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	No	No	No	No	No	No	No	No
15	Placentia Ave	between Indian Ave and Perris Blvd	Yes	No	No	No	Yes	No	No	No

¹ Does the Project create an incremental noise level increase exceeding the significance criteria?

Source: Urban Crossroads, 2025 (EIR Appendix W)

Population and Housing

Based on the Riverside County General Plan's employee generation ratio of one worker for 1,030 square feet of MBU building area and one worker for every 500 square feet of commercial building area, this alternative would result in the need for approximately 2,873 employees compared to the Project's 6,427 employees at full Specific Plan Buildout. As discussed in the 2008 Harvest Landing Specific Plan EIR, development of the 615 residences within the Phase 2 portion east of Indian Avenue would result in approximately 2,294 residents onsite. Therefore, this Alternative would result in a reduction of people onsite compared to the 6,427 jobs that would occur under buildout of the proposed Project. Therefore, this population and employment increase would be within the SCAG growth projections from 2016 to 2045.

Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Construction of this alternative would result in generally similar impacts and result in a similar demand for sheriff services. The same fire and sheriff's stations would serve the alternative, however the increase in the amount of occupants onsite would likely increase the number of service calls received by these public services compared to the Project. In addition, due to the amount of housing that would be developed by this Alternative, it would result in an increase in school aged children and increased need for public school services. In addition, this alternative would also require the payment of development impact fees imposed by Perris Ordinance No. 1182 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less than significant impacts as the Project, the potential impacts would be increased with the Phase 2 Residential Alternative.

Recreation

While this alternative would result in an additional 2,294 residents onsite, which would not occur under buildout of the Project, the Phase 2 Residential Alternative would include a 16.5-acre sports park to satisfy the City of Perris requirements of five acres per 1,000 residents. In addition, this alternative would be required to implement all the same Project mitigation measures related to construction for construction of the alternative's 16.5 acres of recreational and open spaces. Therefore, this alternative would result in similar less than significant impacts as the Project, the demand for recreational services would be increased with the Phase 2 Residential Alternative.

Transportation

Under this alternative, development of the Phase 2 Residential Alternative would result in approximately 36,837 daily trips, as shown in Table 8-8.

Table 8-8: Alternative 4 Trip Generation

			AM Peak Hour				PM Peak Hour		
Land Use		Units	Daily	In	Out	Total	In	Out	Total
<u>PHASE 1 Total Vehicle Trip Generation</u>									
<u>PHASE 1 Industrial</u>									
TUMF High Cube (Building 2, 6, and 7)	1,207.000	TSF	2,105	85	20	105	56	88	145
Parcel Hub (Building 1)	322.079	TSF	1,491	113	113	225	140	66	206
General Light Industrial (Building 3, 4, and 5)	198.500	TSF	967	129	18	147	18	111	129
<u>PHASE 1 Commercial</u>									
Total Medical Office Trip Generation			198	13	4	17	6	15	21
Total Retail Trip Generation			7,258	136	111	246	186	215	401
Total Retail Trip Generation			7,026	99	61	159	220	238	458
Total Retail Trip Generation			1,877	31	22	53	59	65	123
Total Restaurant Trip Generation			720	5	5	10	43	28	71
Total Restaurant Trip Generation			1,879	82	77	160	46	24	70
Total Restaurant Trip Generation			2,134	93	102	195	25	19	43

			AM Peak Hour			PM Peak Hour			
Land Use		Units	Daily	In	Out	Total	In	Out	Total
Total Restaurant Trip Generation			399	29	32	61	11	9	20
Total Retail Trip Generation			763	18	18	36	27	29	56
COMMERCIAL TOTAL	428.507	KSF	22,254	505	433	938	622	642	1,263
Phase 1 Total Project Passenger Car Trip Generation			26,272	801	565	1,366	819	891	1,709
Phase 1 Total Project Truck Trip Generation (Non PCE)			545	32	18	49	17	16	34
Phase 1 Total Project Trip Generation (Non PCE)			26,817	832	583	1,415	836	907	1,743
Phase 1 Total Project Trip Generation (PCE)			27,631	879	610	1,489	863	932	1,793
<u>PHASE 2 Total Vehicle Trip Generation</u>									
Industrial Park	1,676.298	TSF	5,649	462	108	570	125	445	570
Low Residential ¹⁴	110	DU	1,037	20	57	77	65	38	103
Med Residential ¹⁵	160	DU	1,078	15	49	64	51	31	82
High Residential ¹⁶	345	DU	1,566	30	98	128	82	53	135
Total Residential Trip Generation			3,682	65	204	269	198	122	320
Sport Park	16.5	Acres	689	15	12	27	39	39	78
Phase 2 Total Project Passenger Car Trip Generation			9,066	487	312	798	348	553	900
Phase 2 Total Project Truck Trip Generation (Non PCE)			954	54	13	68	14	53	67
Phase 2 Total Project Trip Generation (Non PCE)			10,020	541	324	866	362	606	967
Phase 2 Total Project Trip Generation (PCE)			11,446	623	344	967	383	685	1,067
Total Project Passenger Car Trip Generation			35,338	1,288	877	2,164	1,167	1,444	2,609
Total Project Truck Trip Generation (Non PCE)			1,499	86	31	117	31	70	100
Total Project Trip Generation (Non PCE)			36,837	1,374	907	2,281	1,198	1,513	2,710

This alternative would result in substantially fewer trips than the Project, which is calculated to generate 40,321 daily trips including 2,778 AM peak hour and 3,106 PM peak hour trips. With respect to VMT, due to the continued inclusion of commercial uses and additional inclusion of residences compared to the Project, this alternative is unlikely to avoid the Project's significant and unavoidable Project-specific VMT impact. Therefore, it would be presumed that this alternative would result in significant and unavoidable impacts related to VMT, consistent with the proposed Project. Impacts from this alternative would be similar to the Project.

Tribal Cultural Resources

Potential tribal cultural resource impacts would be similar to those resulting from the proposed Project as grading and excavation would be required across the same acreage. As such, the impacts to tribal cultural resources at the Project site would be similar to the Project and require Mitigation Measures CUL-1 and CUL-2 to reduce potential Project impacts through tribal monitoring. Therefore, potential impacts from this alternative would be similar compared to the Project and mitigation would reduce potential impacts from

this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to tribal cultural resources and, therefore, would be consistent with the Project's impact.

Utilities and Service Systems

Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. Due to the decrease in industrial development and increase in residential development, water demand would slightly increase under this alternative. However, water demand would continue to be within projected water demands projected by the EMWD UWMP. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate more wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill and/or Badlands Landfill capacity. Overall, while this alternative would result in less than significant impacts related to utilities and service systems, it would result in an increase in impacts in comparison to the proposed Project.

8.9.2 Conclusion

Ability to Reduce Impacts

This alternative would result in development of the entire 358.28-acre Specific Plan Area with approximately 3,403,877 square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. All of the mitigation measures would still be applicable to this alternative and this alternative would not avoid the Project's significant and unavoidable air quality, greenhouse gas, traffic noise, or VMT impacts. However, this alternative would result in lessened impacts to 4 of the 18 environmental topics analyzed in this Draft EIR (see Table 8-9).

Ability to Achieve Project Objectives

As shown in Table 8-10 below, the Phase 2 Residential Alternative would partially meet all of the Project objectives, but not to the same extent as the proposed Project. Further, while this alternative would not amend the existing Harvest Landing Specific Plan in the Phase 2 area east of Indian Avenue, it would provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial, residential, and business park uses with supporting infrastructure facilities. Further, it would decrease the amount of units that would be required to be offset elsewhere in the City under SB 330.

8.10 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires a lead agency to identify the "environmentally superior alternative" when significant environmental impacts result from a proposed Project...

Additionally, CEQA Guidelines Section 15126.6(3)(1) states:

The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is

the “no project” alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Therefore, pursuant to CEQA, because the No Project/No Development Alternative has been identified as the Environmentally Superior Alternative, the Environmentally Superior Alternative among the other alternatives would be Alternative 3: Reduced Project Alternative, which would involve developing the 186.38-acre Phase 1 area would be developed with 863,789 square feet of MBU uses and approximately 214,253 square feet of commercial retail uses. Development under the Reduced Project Alternative would reduce Project square footage by approximately 83 percent.

This alternative would result in lessened impacts to 14 of the 16 environmental topics analyzed in this EIR. This alternative would avoid the Project’s significant and unavoidable regional construction air quality impact and traffic noise impact. However, this alternative would be required to implement applicable mitigation measures regarding biological resources, cultural resources, geology and soils, and tribal cultural resources, similar to the Project. Moreover, the Reduced Project Alternative would not meet the Project objectives to the same extent as the Project.

CEQA does not require the Lead Agency (the City of Perris) to choose the environmentally superior alternative. Instead, CEQA requires the City to consider environmentally superior alternatives, weigh those considerations against the environmental impacts of the proposed Project, and make findings that the benefits of those considerations outweigh the harm. Table 8-9 provides, in summary format, a comparison between the level of impacts for each alternative and the proposed Project. In addition, Table 8-10 provides a comparison of the ability of each of the alternatives to meet the objectives of the proposed Project.

Table 8-9: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project/No Development	Alternative 2 No Project/ Buildout of Existing Harvest Landing Specific Plan	Alternative 3 Reduced Project Alternative	Alternative 4 Phase 2 Residential Alternative
Aesthetics	Less than significant	Less than Project	Consistent	Less than Project	Consistent
Agricultural and Forestry Resources	Less than significant	Less than Project	Less than Project	Less than Project	Consistent
Air Quality	Significant and unavoidable	Less than Project	Consistent	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable
Biological Resources	Less than significant with mitigation	Less than Project	Consistent	Consistent	Consistent
Cultural Resources	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Energy	Less than significant	Less than Project	Consistent	Less than Project	Consistent
Geology and Soils	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Greenhouse Gases	Significant and unavoidable	Less than Project	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable
Hazards and Hazardous Materials	Less than significant	Less than Project	Consistent	Consistent	Consistent
Hydrology and Water Quality	Less than significant	Less than Project	Less than Project	Less than Project	Less than the Project
Land Use and Planning	Less than significant	Less than Project	Consistent	Consistent	Consistent
Noise	Significant and unavoidable	Less than Project	Less than Project, less than significant	Less than Project, less than significant	Less than Project, still significant and unavoidable
Population and Housing	Less than significant	Less than Project	Greater than Project	Less than Project	Consistent
Public Services	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Recreation	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Transportation	Significant and unavoidable	Less than Project	Consistent	Consistent	Consistent
Tribal Cultural Resources	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Utilities and Service Systems	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Reduce Impacts of the Project?		Yes	Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		18	4	14	4

Table 8-10: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project/No Development	Alternative 2 No Project/ Buildout of Existing Harvest Landing Specific Plan	Alternative 3 Reduced Project Alternative	Alternative 4 Phase 2 Residential Alternative
Amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities.	Yes	No	No	No	Yes, but to a lesser extent
Provide economic opportunities and job growth within the City of Perris by enhancing the community's available range of employment generating uses.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide additional retail and dining opportunities for residents and visitors within the City of Perris.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Develop an underutilized property located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent

8.11 REFERENCES

City of Perris. (January 2008). *Harvest Landing Specific Plan Environmental Impact Report*. SCH No. 2006011029.

Urban Crossroads. (January 2025a). *Harvest Landing Phase 2 Residential Alternative Air Quality & Greenhouse Gas Assessment*. **(EIR Appendix W)**

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