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.

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.

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)
[1]City 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.

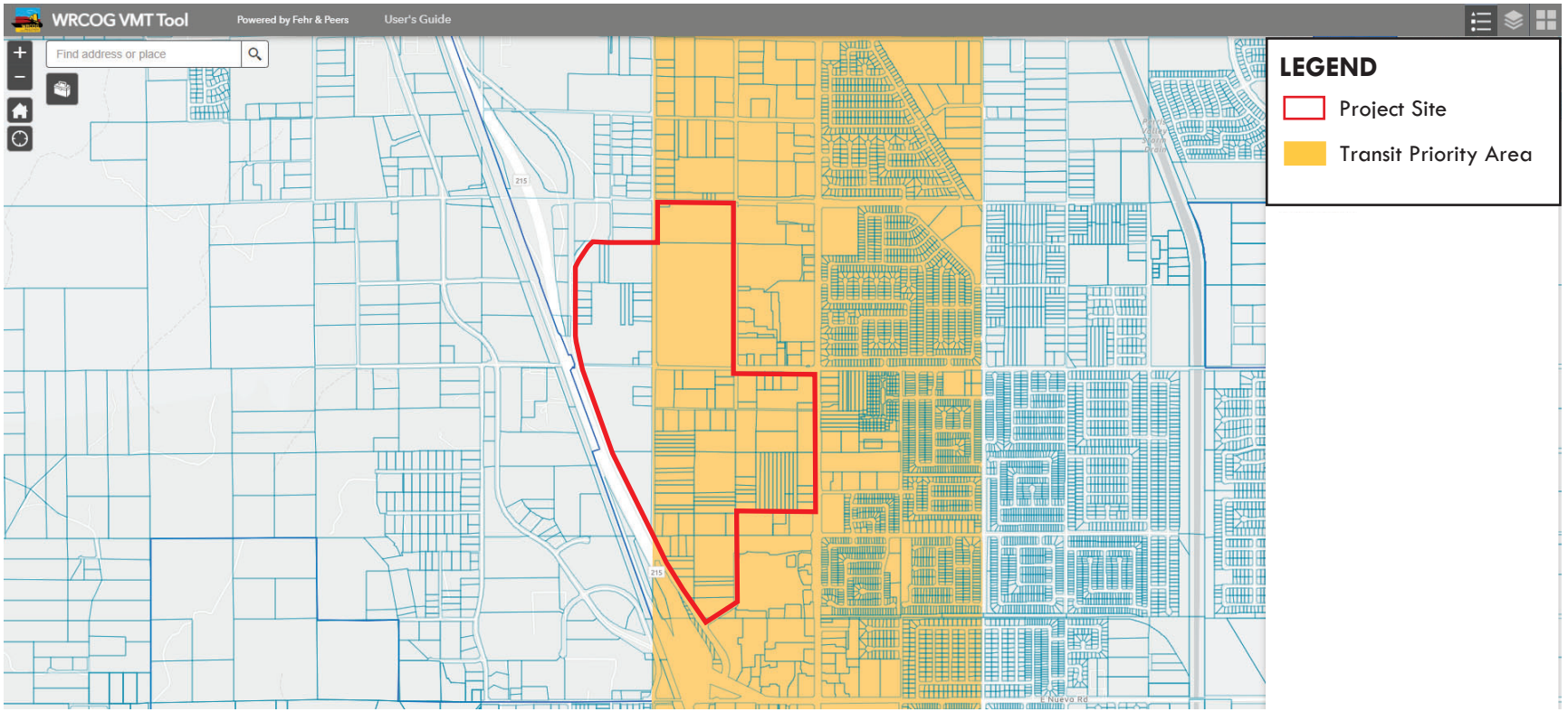
Existing Bicycle and Pedestrian Facilities

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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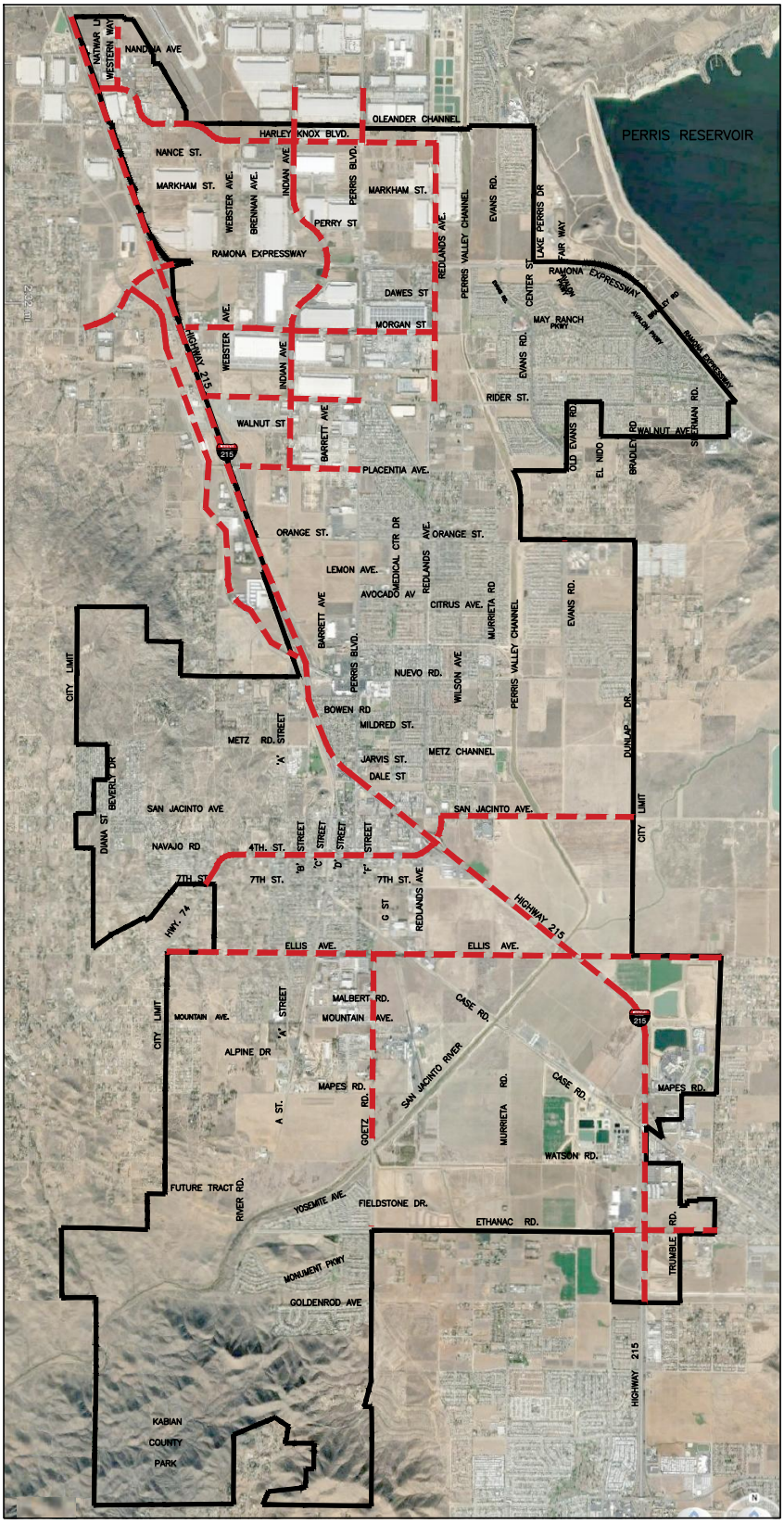
Perris Truck Routes



Source: City of Perris. (2022). https://www.cityofperris.org/home/showpublisheddocument/15001/638652011592900000

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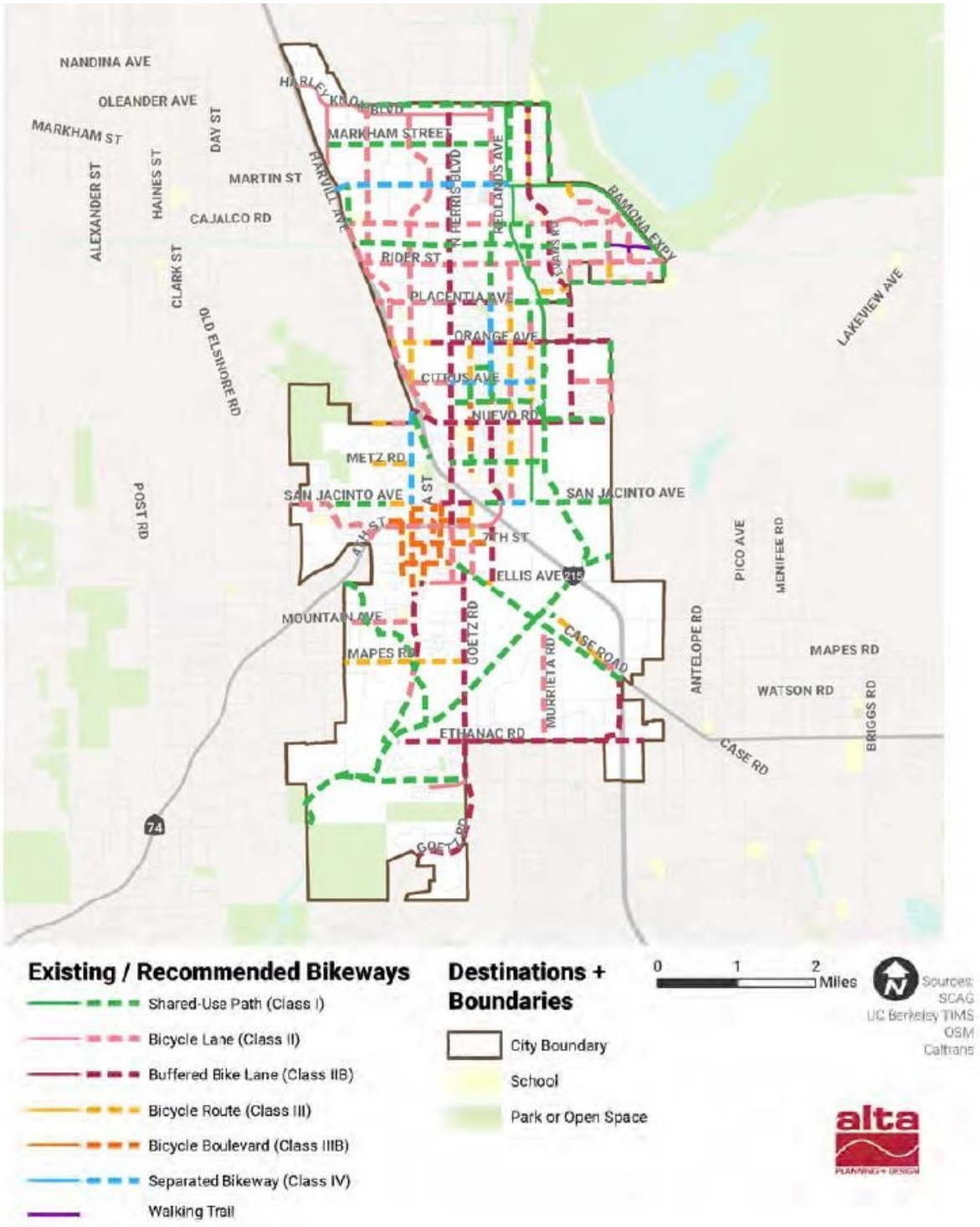
Perris Bike Lane System



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' 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 In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
Trip Rates									
High-Cube Fulfilment 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 Building[1]		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 Capture[16] (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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