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, NOx, CO, PM_{10}, 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 NOx and SOx 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 NOx after implementation of regulatory requirements and mitigation measures. Therefore, construction-source NOx 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, NOx, CO, and PM_{10} 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 NOx 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, NOx, CO, PM_{10}, 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, NOx, CO, PM_{10}, 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 Alternative 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 discing 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 NOx and SOx emissions only, primarily due to mobile source emissions associated with the additional vehicle trips. Nevertheless, emissions of VOC, NOx,

CO, PM_{10}, 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)										
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
Planning Area 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)										
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
Planning Area 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)										
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
Planning Area 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 NOx 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, PM_{10}, and $PM_{2.5}$, but would exceed thresholds of significance for VOC and NOx 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 NOx emissions; therefore, emissions would continue to exceed South Coast AQMD thresholds of significance for NOx emissions. As such, this alternative

would not avoid the Projects 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 $MTCO_2e$ 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**
Trip Rates										
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]		***Percent***								
	AM	***PM***	***Daily***							
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]			***PCE Factor***							
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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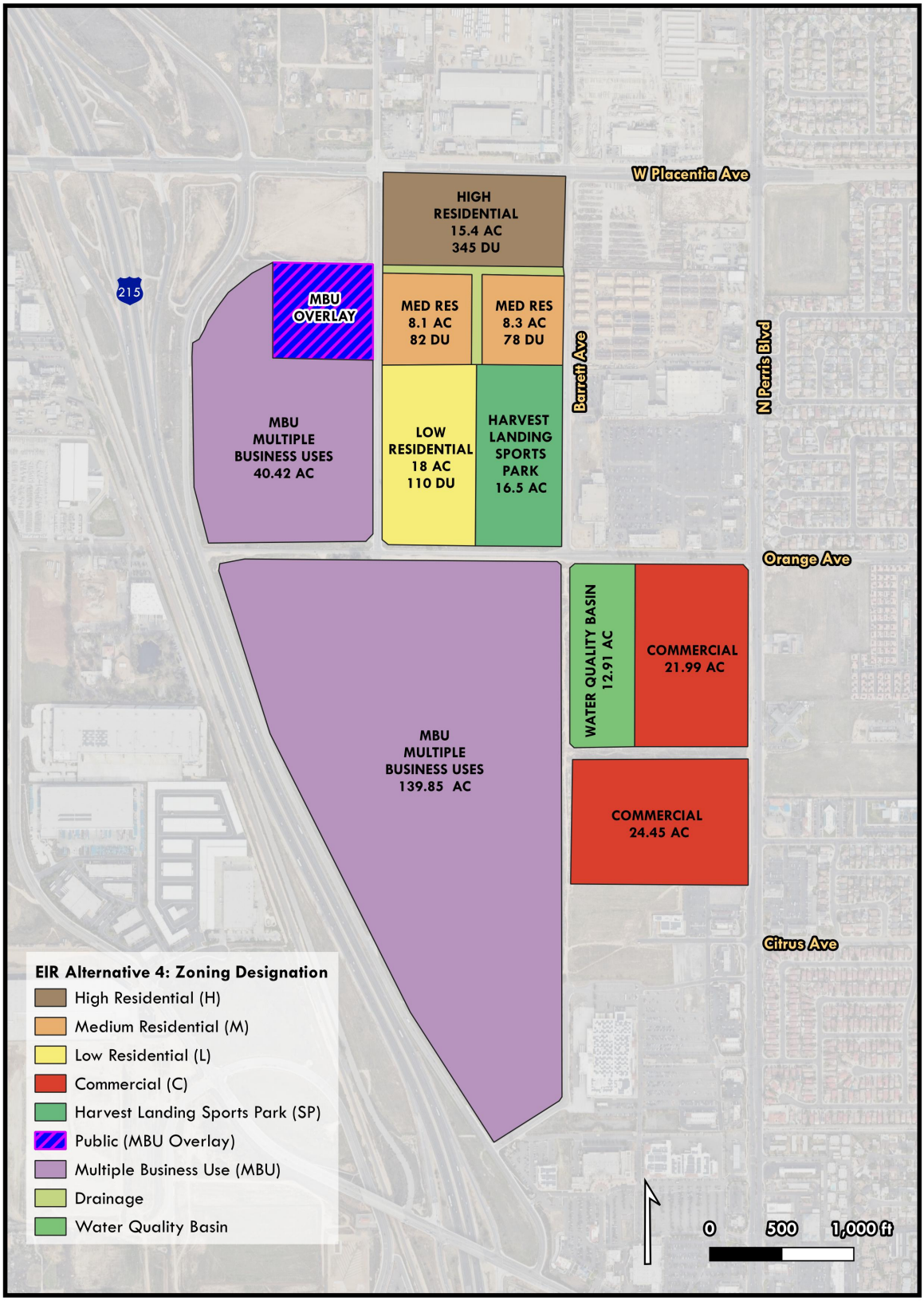
Alternative 4: Phase 2 Residential Alternative



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 8-1

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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, NOx, CO, PM_{10}, 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-1and 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_2O	Refrigerants	Total CO_2e
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_2e (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_2e (All Sources)	**24,955.25**				

Source	Emission (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
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 CO_2e (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 Aven 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 Aven 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**
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			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
PHASE 2 Total Vehicle Trip Generation								
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)**

Urban Crossroads. (January 2025b). *Harvest Landing Phase 2 Residential Alternative Noise Assessment*. **(EIR Appendix W)**

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