Revised Draft Environmental Impact Report

SCH No. 2023110588

Distribution Park Commercial and Industrial Project

Lead Agency:

City of Perris

101 North D Street

Perris CA, 92570

June 2025

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INTRODUCTION

1.1 PURPOSE OF THIS REVISED DRAFT EIR

In 2022, Alabbasi Construction and Engineering, Inc. (Project Applicant) proposed the Distribution Park Industrial and Commercial Center Project (herein referred to as the "Project") The Project would result in the construction and operation of a new 271,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage of non-perishable goods (5,000 square feet would be dedicated to office space), a 107-room hotel and two sit-down restaurants; one 4,000 square feet and the other 5,000 square feet. The California Environmental Quality Act (CEQA) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. For this CEQA analysis, the City required the preparation of an Environmental Impact Report (EIR) (SCH #2023110588) to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed Project.

As part of the EIR, CEQA and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) require an evaluation of alternatives to the proposed action. The purpose of the alternatives evaluation under CEQA is to determine whether one or more feasible alternatives is capable of reducing or eliminating potentially significant impacts of a proposed project. The Draft EIR for the proposed Project examined a "no project" alternative (Alternative 1) plus two different development alternatives: (2) Reduced Intensity; and (3) Commercial Development.

In accordance with CEQA Section 21091, the Draft EIR was circulated for the state-mandated 45-day public review period between April 26, 2024, and June 10, 2024. Following the end the Draft EIR public review period, a Final EIR was prepared that provided written responses to the comments on the Draft EIR received by the City, errata to the text of the Draft EIR, and the Mitigation Monitoring and Reporting Program for the Project.

The Final EIR, along with the original alternatives analysis, was presented to the City of Perris Planning Commission on August 5, 2004, and the City of Perris City Council on September 10, 2024. At that time, the Planning Commission recommended approval; however, commissioners did raise concerns regarding the compatibility of the warehouse with adjacent land uses. The City Council indicated that they would prefer an alternative to the warehouse that would be more compatible with the adjacent Park Place Mobile Home Park to the west of the site and the Camper Resorts of America facility which is adjacent to and east of the site. The Project Applicant requested that the Project hearing be continued so that an alternative addressing City Council concerns and those raised by members of the public could be developed and brought forward for consideration before City Council made a decision whether to approve or deny the Project. Based on comments provided by the Planning Commission and City Council, the Project Applicant has developed a fourth alternative for consideration by the City.

Alternative 4 – Retreat at Lake Perris would retain the two restaurants and 107-room hotel proposed on the northern portion of the Project site. In place of the warehouse, this alternative would develop the 12.6-acre southern portion of the Project site with a 204-unit apartment complex in two buildings with 406 parking spaces and a self-storage facility that provides 1,079 storage units totaling 181,000 square feet

in six buildings, 43 RV storage/parking spaces (and approximately 12 visitor vehicle parking spaces), and one 2,000-square-foot office/residential building. The development would be accessed via two connecting driveways, one on the north side from Ramona Expressway and another on the south side from East Dawes Street.

1.2 REQUIREMENTS FOR RECIRCULATION OF A DRAFT EIR

Pursuant to Section 15088.5 of the State CEQA Guidelines, a lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review but before certification. As used in this Section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement.

1.3 CHANGES REQUIRING RECIRCULATION OF THE DRAFT EIR

The impact evaluation of the new alternative with different land uses that were not previously proposed represents significant new information that the public has not had the opportunity to review and comment upon. In addition, the new and revised information associated with the new alternative have resulted in changes to the Executive Summary and Alternatives sections of the original Draft EIR.

1.4 SCOPE AND CONTENT OF THE REVISED DRAFT EIR

Pursuant to Section 15088.5(c) of the State CEQA Guidelines, if the revision is limited to a few chapters or portions of the EIR, the lead agency need only recirculate the chapters or portions that have been modified. As discussed above, the new information associated with the new alternative have resulted in changes to the Executive Summary and Alternatives sections of the original Draft EIR. The changes associated with each section of the Revised Draft EIR are as follows:

Executive Summary: This section has been revised to include Alternative 4 – Retreat at Lake Perris as an alternative to the original proposed Project.

Alternatives: This section has been revised to evaluate the potential environmental impacts associated with development and operation of Alternative 4 – Retreat at Lake Perris and to compare these impacts with those identified for the proposed Project in the Draft EIR.

Each of the revised sections retains its original page numbering from the original Draft EIR.

1.5 PUBLIC REVIEW OF THE REVISED DRAFT EIR

As with the original Draft EIR, the Revised Draft EIR is being circulated for a 45-day public review period. The comment period will **begin on June 13, 2025 and end on July 28, 2025**. During the review period, the Revised Draft EIR will be available for review at the City of Perris Planning Division building located at the address presented below. The Revised Draft EIR will also be available on the City's website at:

https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review/-folder-371

Pursuant to Section 15088.5(f)(2) of the State CEQA Guidelines, when the EIR is revised only in part and the lead agency is recirculating only the revised chapters or portions of the EIR, the lead agency may request that reviewers limit their comments to the revised chapters or portions of the recirculated EIR. The lead agency need only respond to (i) comments received during the initial circulation period that relate to chapters or portions of the document that were not revised and recirculated, and (ii) comments received during the recirculation period that relate to the chapters or portions of the earlier EIR that were revised and recirculated. The lead agency's request that reviewers limit the scope of their comments shall be included either within the text of the revised EIR or by an attachment to the revised EIR.

In the case of this project, all of the comments that were submitted to the City in regard to the original Draft EIR have been retained. The comments that pertain to the sections of the original Draft EIR that have not been revised and included in the Revised Draft EIR will be responded to in the Final EIR. Therefore, the City formally advises and requests that readers of this Revised Draft EIR should limit their comments to the sections of the Draft EIR that have been revised and recirculated in this Revised Draft EIR.

Written comments on the Revised Draft EIR should be addressed to:

Nathan Perez, Senior Planner
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134 N. D Street
Perris, California 92570
NPerez@cityofperris.org
(951) 943-5003 ext. 279

Following the close of the Revised Draft EIR public review period and receipt of all new written comments thereon, the City of Perris will prepare a Final EIR. The Final EIR will provide written responses to the written comments received by the City during the review periods for the original Draft EIR and the Revised Draft EIR as described above as well as any related changes to the EIR itself, and a Mitigation Monitoring and Reporting Program. Agency representatives and members of the public will also have additional opportunities to participate in the review of the proposed project through attendance at the public hearings before the City of Perris Planning Commission and City Council.

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1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) (California Public Resources Code, Sections 21000 et seq.) requires that lead agencies consider the potential environmental consequences of projects over which they have discretionary approval authority prior to taking approval action on such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and State government agency decision-makers, special districts, and the public with an analysis of potential environmental consequences to support informed decision making.

This EIR has been prepared to identify, analyze, and mitigate, to the extent feasible, the potential significant environmental effects associated with the construction and implementation of the proposed Distribution Park Commercial and Industrial Park Project (herein referred to as the "Project"), which is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris.

This EIR has been prepared pursuant to the requirements of the CEQA and the Guidelines for the Implementation of the California Environmental Quality Act (State CEQA Guidelines, found at Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.). As discussed in Section 2.2, Type of EIR, and in accordance with CEQA, this EIR is "tiered" from the *Perris Valley Commerce Center Specific Plan Final Environmental Impact Report* (PVCCSP EIR) (State Clearinghouse [SCH] No. 2009081086) which was certified by the City of Perris in January 2012. The City of Perris is the lead agency for the Project under CEQA and is responsible for preparing this EIR. The City, as the lead agency, will review and consider the Draft EIR and the Final EIR in its decision to approve, revise, or deny the Project.

A summary description of the proposed development and actions is provided in Section 1.3 below, and a complete description of the Project is provided in Section 3.0, *Project Description* of this EIR. This EIR focuses on those environmental impacts identified as potentially significant in the Notice of Preparation (NOP) completed for this Project (refer to Section 2.3, Scope of this Draft EIR, and Appendix A of this EIR).

The City of Perris has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports for consistency with City policies and requirements and this EIR reflect its own independent judgment. Preparation of this EIR included reliance on appropriate City technical personnel and a review of all technical subconsultant reports.

This Executive Summary has been prepared in accordance with Section 15123(b) of the State CEQA Guidelines, which states that an EIR should contain a brief summary of the proposed actions and its consequences and should identify: 1) each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect; 2) areas of controversy known to the lead agency; and 3) issues to be resolved, including the choice among alternatives and how to mitigate significant effects.

1.2 PROJECT LOCATION AND SETTING

The Project site is located in the eastern portion of the PVCCSP planning area, in the City of Perris, in Riverside County. The Project site (APN 302-100-012 and -14) is located along the south side of Ramona Expressway, east of Painted Canyon Street, west of the Camper Resorts of America facility and north of East Dawes Street in the City of Perris. The site is comprised of approximately 17.1 acres and is located approximately 1.5 miles east of Interstate 215 (I-215), approximately 6.5 miles south of State Route 60 (SR-60), and approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA). Figure 3-1, *Regional Map* and Figure 3-2, Vicinity Map, depicts the regional location and local vicinity of the Project site.

1.3 PROJECT DESCRIPTION

The Project would result in the construction and operation of a new 271,098-square-foot (approximate) non-refrigerated industrial warehouse building for the storage of non-perishable goods, a 107-room hotel and two sit-down restaurants, one 4,000 square feet and the other 5,000 square feet. Of the 271,098 square feet, a total of 5,000 square feet would be dedicated to office space. As planned, the office space would be comprised of two separate areas; one 2,500-square-foot office space would be located at the northwest corner of the building on the ground floor. Another 2,500-square-foot office space would be located in a second-floor area at the southwest corner of the building. The remainder (266,098 square feet) would be used for the storage of non-perishable goods. The maximum building height would be 50 feet. Internal improvements may include constructing separate storage spaces within the building to accommodate multiple tenants. A total of 34 truck loading docks and 85 truck parking spaces on the east side of the building. A total of 156 employee vehicle parking spaces (including 9 ADA and 32 clean air vehicles) would be provided on the west side of the site adjacent to Painted Canyon Street per Perris Municipal Code (PMC) Section 19.69. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 35 electric vehicle (EV) capable parking spaces would be provided while at least nine of these spaces would provide EV chargers at the time that the warehouse begins operations.

The proposed hotel would be constructed along the southern boundary of the northern parcel generally on the northwestern quadrant of the site. The hotel would be approximately 52,000 square feet and accommodate 107 rooms with a lobby area and basic amenities including an outdoor pool area located on the southern side of the building. The building would be 4 stories in height with a maximum height of 60 feet and designed consistent with Section 7.0 of the PVCCSP standards for development within the Commercial land use designation. Per PMC 19.69, 118 parking spaces would be provided for the hotel. Pursuant to Section 5.106.5.3.1 of the CALGreen Code, at least 17 electric vehicle (EV) capable parking spaces would be provided while at least four of these spaces would provide EV chargers at the time that the hotel opens.

The restaurant buildings would be constructed in the northeastern portion of the site adjacent to Ramona Expressway. Both restaurants would provide sit-down service. No drive-through service would be provided. These would be single story buildings with a total of 98 parking spaces designed with Section 7.0 of the PVCCSP. The building design would incorporate various architectural details (i.e., massing, wall relief, parapets and finish materials) and features as required per the PVCCSP to ensure visual consistency with commercial standards. A total of 60 parking spaces would be provided for the 5,000-square-foot restaurant and 48 spaces would be provided for the 4,000-square-foot restaurant. Pursuant

to Section 5.106.5.3.1 of the CALGreen Code, at least 21 electric vehicle (EV) capable parking spaces would be provided while at least five of these spaces would provide EV chargers at the time that the restaurants open.

Two access driveways would be provided from Ramona Expressway along the north side of the site to allow ingress/egress for the hotel and restaurant buildings. These improvements would entail relocation of existing curb/gutter and sidewalk improvements construction of a 12-foot-wide acceleration/deceleration lane fronting the project site within the existing right of way. One of the driveways would align with the driveway anticipated for the project being proposed to the north of the Project site. This driveway would serve as the primary access point for the hotel and restaurants.

Two points of access would be provided for the warehouse building from East Dawes Street. The western most access driveway would serve the office area on the west side of the building. The eastern access driveway would be limited to truck ingress/egress only and some overflow vehicle parking, unless a 25% parking reduction is allowed by city staff.

1.3.1 PROJECT ALTERNATIVES

In accordance with Section 15126.6 of the State CEQA Guidelines, Section 5.0 of this EIR addresses alternatives that can eliminate or reduce the potentially significant impacts of the Project. Section 5.0 provides descriptions of each alternative, a comparative analysis of the potential environmental effects of each alternative to those associated with the Project, and a discussion of each alternative's ability to meet the Project objectives. Following is a summary description of the alternatives evaluated in this EIR. For a more detailed discussion of these alternatives and the relative impacts associated with each alternative compared to the Project, refer to Section 5.0, Alternatives. As required by CEQA, Section 5.0 also identifies alternatives considered but eliminated from detailed analysis, and the environmentally superior alternative.

- Alternative 1 – No Project/No Development.
- Alternative 2 – Reduced Intensity
- Alternative 3 – Commercial Development
- Alternative 4 – The Retreat at Lake Perris

1.4 ISSUES TO BE RESOLVED

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain a discussion of issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With respect to the Project, the key issues to be resolved include decisions by the City of Perris as lead agency, as to:

- Whether this environmental document adequately describes the potential environmental impacts of the Project.

- Whether the recommended mitigation measures should be modified and/or adopted.

- Whether the Project benefits override those environmental impacts that cannot be feasibly avoided or mitigated to a less than significant level.

- Whether there are other mitigation measures that should be applied to the Project besides those identified in this EIR.

- Whether there are any alternatives to the Project that would substantially lessen any of its significant impacts while achieving most of the basic Project objectives.

1.5 AREAS OF CONTROVERSY

Section 15123(b)(2) of the State CEQA Guidelines indicates that an EIR summary should identify areas of controversy known to the lead agency, including issues raised by agencies and the public. This EIR has taken into consideration the comments received from the public and various agencies in response to the NOP and a public scoping meeting with the City of Perris Planning Commission. Written comments received during the NOP and scoping period are contained in Appendix A of this EIR. Environmental issues that have been raised during opportunities for public input on the project are summarized in Section 2.3, Scope of this EIR, and are addressed in each relevant issue area analyzed in Section 4.0 of this EIR.

Based on input received from the public during the scoping process, there are no areas of controversy known to the City at this time. However, concerns have been raised about Project and cumulative air quality and health risks to sensitive receptors from Project operations, including emission from trucks.

1.6 SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

Table 2-1, *Summary of Environmental Impacts for the Project*, presents a summary of the environmental impacts resulting from the proposed Distribution Park Commercial and Industrial Project as addressed in this EIR. Table 2-1 addresses those topical issues and associated thresholds for which it was determined in the NOP that impacts would be potentially significant and Project-level analysis has been provided in this EIR. Topics for which it was determined that no further analysis is required in this EIR are discussed in Section 6.0, *Other CEQA Considerations*, of this EIR, and include: agricultural and forestry resources, hazards and hazardous materials, hydrology/water quality, mineral resources, population and housing, public services (schools, parks, and other public facilities), recreation, utilities and service systems and wildfire.

The environmental issue areas identified for study this EIR are aesthetics, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, land use and planning, noise, public services (fire and police), transportation, and tribal cultural resources. The potential Project-specific and cumulative impacts for these topical issues are addressed in Section 4.0 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 6.0, *Other CEQA Considerations*.

For each environmental topic, this EIR includes the PVCCSP EIR mitigation measures that are applicable to the Project and assumed as part of the analysis for potential impacts. Additional Project-level mitigation

measures are identified for impacts determined to be potentially significant. As shown in Table 1-1, the Project would result in less than significant impacts with the incorporation of PVCCSP EIR mitigation measures and Project-level mitigation measures for the topical issues evaluated in this EIR:

Following implementation of mitigation measures, impacts related to air quality and greenhouse gas emissions would remain significant and unavoidable.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.1 AESTHETICS		
Less Than Significant Impacts		
Have a substantial adverse effect on a scenic vista. Implementation of the Project would change but not adversely affect views of scenic vistas. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** None required.	Less than Significant
Substantially degrade scenic resources with a State scenic highway. The Project site is not within a State scenic highway corridor and does not contain any scenic resources such as trees, rock outcroppings, and historic buildings. Therefore, the Project would not substantially degrade scenic resources in a state scenic highway. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** None required.	Less than Significant
Substantially degrade the existing visual character of the site. The Project would change the visual character of the Project site, which is currently undeveloped. However, the Project would be designed and constructed in compliance with applicable PVCCSP Standards and Guidelines and would comprise an attractive, well-designed development using architectural elements, landscaping, and project design. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None **Additional Project-Level Mitigation Measures** None required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Potentially Significant Impacts		
Light during operation, and glare during construction and operation. Due to the distance between the construction area and the adjacent residents and motorists on adjacent roadways, such security lights may result in glare to residents and motorists. With implementation of Mitigation Measure AES-1, this potential impact would be **less than significant with mitigation incorporated**.	***Applicable PVCCSP EIR Mitigation Measures*** Refer to PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, which address potential hazards to MARB/IPA operations but are also relevant to the analysis of light and glare impacts. **Additional Project-Level Mitigation Measures** **MM 1-1** Prior to the issuance of grading permits, the Property Owner/Developer shall provide evidence to the City that the Contractor Specifications require that any temporary nighttime lighting installed during construction for security or any other purpose shall be downward facing and hooded or shielded to prevent security light from spilling outside the staging area or from directly broadcasting security light into the sky or onto adjacent residential properties. Compliance with this measure shall be verified by the City of Perris' Building Division during construction.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
4.2 AIR QUALITY		
Less Than Significant Impacts		
Air Quality Management Plan consistency. The Project would increase emissions relative to existing conditions; however, changing the land use designation from Commercial to Light Industrial for the warehouse portion of the project would not result in employment growth exceeding the assumptions used to develop the AQMP. Thus, employment growth in the City of Perris resulting from the project, and the related changes in regional emissions, are accounted for in the 2022 AQMP.	***Applicable PVCCSP EIR Mitigation Measures*** None **Additional Project-Level Mitigation Measures** None required.	Less than Significant
Result in other emissions (such as those leading to odors). The Project's construction odor emissions would be temporary and intermittent in nature. Additionally, construction odor emissions would cease upon completion of construction activities. The Project would not develop any land uses or operations that are associated with emitting objectionable odors. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** None required.	Less than Significant
Potentially Significant Impacts		
Cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.	***Applicable PVCCSP EIR Mitigation Measures*** **MM Air 1** To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available URBEMIS model, or	Significant and unavoidable

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
With implementation of applicable PVCCSP EIR mitigation measures, operational emissions resulting from the Project would exceed the regional thresholds for nitrogen oxides (NOx) established by the South Coast AQMD.	other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts. **The Project-specific construction-related air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the Air Quality Impact Analysis included in Appendix B of this EIR to comply with this mitigation measure. The URBEMIS model has been replaced by CalEEMod.** **MM Air 2** Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as a flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow. **MM Air 3** To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain), keeping disturbed/loose soil moist at all times, requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered, **MM Air 4** Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	MM Air 5 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce the associated emissions. Approval will be required by the City of Perris' Building Division prior to issuance of grading permits. **MM Air 6** The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris' Building Division prior to issuance of a grading permit. **MM Air 7** During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris' Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris' Building Division. **MM Air 8** Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency. **MM Air 9** To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize “Super-Compliant” VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris' Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project. **MM Air 10** To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts. **The Project-specific operational air quality and LST analyses required by this PVCCSP EIR mitigation measure have been provided in the Air Quality Impact Analysis included in Appendix B of this EIR to comply with this mitigation measure. The URBEMIS model has been replaced by CalEEMod.** **MM Air 11** Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes. **MM Air 13** In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within 1 year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants would be required to use those funds, if awarded. **MM Air 14** Each implementing development project shall designate parking spaces for high-occupancy vehicles and provide larger parking spaces to accommodate vans used for ride sharing. Proof of compliance would be required prior to the issuance of occupancy permits. **MM Air 15** To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with TRUs [Transport Refrigeration Units] per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile-source traffic generated by that implementing development project.	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. **The Project-specific health risk assessment analyses required by this PVCCSP EIR mitigation measure have been provided in the Operational Health Risk Screening Letter included in Appendix C of this EIR to comply with this mitigation measure.** **MM Air 18** Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the Project sites shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project. **Per PVCCSP Figure 3.0-5, a potential route with stop locations are shown along Ramona Expressway proximal to the Project site. The RTA was contacted as part of the scoping process for this EIR. The RTA responded stating they have no comments on the Project. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.** **MM Air 19** In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris' Building Division) prior to conveyance of applicable streets. **MM Air 20** Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements would be documented through a checklist to be submitted prior to issuance of building permits for the implementing development project with building plans and calculations. **Additional Project-Level Mitigation Measures** None available.	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Exposure of sensitive receptors to substantial pollutant concentrations. With incorporation of PVCCSP EIR mitigation measures, and Project-specific mitigation measures, Project construction activities would not exceed South Coast AQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant. Project operations would not exceed South Coast AQMD localized significance thresholds for criteria pollutant emissions. This impact would be less than significant. Project-related diesel particulate matter emissions during construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant. diesel particulate matter emissions during operation would not result in health risks that exceed the South Coast AQMD thresholds for cancer risk and noncancer risk (Hazard Index). This impact would be less than significant. The Project would not produce the volume of traffic required to generate a CO “hot spot” and localized air quality impacts related to mobile-source	***Applicable PVCCSP EIR Mitigation Measures*** PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 listed above are applicable: **Additional Project-Level Mitigation Measures** **MM AIR-1.** The development contractor for the Phase I, III and IV hotel and restaurants shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase and install a minimum of Level 1 Diesel Particulate Filters on equipment used. **MM AIR-2.** The development contractor for the Phase II warehouse shall water the active construction area, including equipment roads/routes of travel on the site, three times daily during the site preparation phase.	Less than Significant.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
emissions would therefore be less than significant.		
4.3 BIOLOGICAL RESOURCES		
Less than Significant Impacts		
Have a substantial adverse effect on riparian habitat or other sensitive natural community. The Project site does not contain any riparian habitat; thus, none would be impacted by the Project.	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** None required.	No Impact
Have a substantial adverse effect on federally protected wetlands. The Project site does not contain any federal or state-protected wetlands.	***Applicable PVCCSP EIR Mitigation Measure*** None required. **Additional Project-Level Mitigation Measures** None required.	No Impact
Interfere with the movement of wildlife or impede the use of a wildlife nursery. The Project site does not support movement of migratory fish, or wildlife nurseries. Additionally, there are no MSHCP Cores or Linkages adjacent to or within the Project site. Impacts to wildlife movement would be less than significant. The Project would remove vegetation (i.e., immature trees, shrubs, and groundcover) that has the potential to provide roosting and nesting habitat for birds, including migratory and common raptor species. With implementation of the MM BR-1,	***Applicable PVCCSP EIR Mitigation Measure*** None required. **Additional Project-Level Mitigation Measures** None required.	No Impact

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
potential direct impacts to nesting birds protected by the federal MBTA would be reduced to less than significant (see below).		
Conflict with local policies or ordinances protecting biological resources. The removal of existing trees onsite, which are not protected, and the planting and maintenance of trees as part of the Project would comply with the City's Urban Forestry Ordinance, and no impacts would result. The Project would not conflict with policies or ordinances in place to protect biological resources resulting in a less than significant impact.	***Applicable PVCCSP EIR Mitigation Measure*** None required **Additional Project-Level Mitigation Measures** None required.	Less than Significant
Conflict with a Habitat Conservation Plan, Natural Conservation Community Plan. The Project site does not occur within an MSHCP Criteria area nor is it located within any Criteria Cell. As such, the Project is not required to set aside conservation lands pursuant to the MSHCP, and the Project is not subject to the MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process nor Joint Project Review (JPR). Accordingly, the Project would not conflict with the MSHCP Reserve Assembly requirements. There is no indication of vernal pools or suitable fairy shrimp habitat occurring within the Project site; therefore, no impact to these resources would occur. The Project site is not located in the designated survey area for Narrow Endemic Plant Species. Based on the	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** None required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
results of the field investigation, the Project site and offsite improvement areas do not provide suitable habitat for MSHCP listed Narrow Endemic Plant Species. Therefore, the Project would not conflict with Section 6.1.3 of the MSHCP. No impacts would occur. The Project site and off-site improvement areas are not located within or in proximity of any Criteria Cells or designated conservation areas. Therefore, the Project would not need to comply with the Urban/ Wildlands Interface Guidelines. The Project would not conflict with Section 6.1.4 of the MSHCP.		
Potentially Significant Impacts		
Have a substantial adverse effect on a candidate, sensitive, or special status species through habitat modification. Based on habitat requirements for specific species and the availability and quality of habitat, it was determined that the Project site does not provide suitable habitat for special status plant species. Therefore, the Project would not result in any impacts to special status plants. Mitigation Measure BR-1 would address potential impacts to nesting birds protected under the Migratory Bird Treaty Act. Burrowing owls or signs of burrowing owls are not present within the Project site or off-site improvement areas.	***Applicable PVCCSP EIR Mitigation Measures*** None required. **Additional Project-Level Mitigation Measures** **MM-BR-1** In order to avoid violation of the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503, 3503.5, and 3513, site preparation activities (ground disturbance, construction activities, staging equipment, and/or removal of trees and vegetation) for the project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. If site-preparation activities are proposed during the nesting/breeding season, the project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. The nest surveys shall include the Project site and adjacent areas where project activities have the potential to cause nest failure. The survey results shall be provided to the City's Planning Division. The project proponent shall adhere to the following:	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
However, Mitigation Measures BR-2 and BR-3 are provided to ensure potential impacts to burrowing owls would be less than significant. The Project site does not occur in proximity to the MSHCP Conservation Area; therefore, the MSHCP Urban/Wildland Interface Guidelines do not apply to the Project. As such, the Project would result in a less than significant indirect impacts to special-status biological resources.	1. The project proponent shall designate a biologist (Designated Biologist) experienced in: identifying local and migratory bird species of special concern; conducting bird surveys using appropriate survey methodology; nesting surveying techniques, recognizing breeding and nesting behaviors, locating nests and breeding territories, and identifying nesting stages and nest success; determining/establishing appropriate avoidance and minimization measures; and monitoring the efficacy of implemented avoidance and minimization measures. 2. Pre-activity field surveys shall be conducted at the appropriate time of day/night, during appropriate weather conditions, no more than 3 days prior to the initiation of project activities. Surveys shall encompass all suitable areas including trees, shrubs, bare ground, burrows, cavities, and structures. Survey duration shall take into consideration the size of the Project site; density, and complexity of the habitat; number of survey participants; survey techniques employed; and shall be sufficient to ensure the data collected is complete and accurate. If no nesting birds are observed during the survey, site preparation and construction activities may begin conducted during the nesting/breeding season. However, if active nests (including nesting raptors) are located then avoidance or minimization measures shall be undertaken in consultation with the City of Perris and the California Department of Fish and Wildlife (CDFW). Measures shall include immediate establishment of an appropriate buffer zone to be established by a qualified biologist, and approved by the City of Perris, based on their best professional judgement and experience. The buffer around the nest shall be delineated and flagged, and no construction activity shall occur within the buffer area until a qualified biologist determines nesting species have fledged and the nest is no longer active or the nest has failed. The biologist shall monitor the nest at the onset of project activities and at the onset of any changes in such project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers shall be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The onsite biologist shall review and verify compliance with these nesting avoidance buffers and shall verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to City of Perris Planning Division for mitigation monitoring compliance record keeping. **MM-BR-2** The project proponent shall retain a qualified biologist to conduct a pre-construction survey for resident burrowing owls within 30 days prior to commencement of initial ground-	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	disturbing activities (e.g., vegetation clearing, clearing and grubbing, grading, tree removal, site watering, equipment staging) at the Project site. The survey shall include the Project site and all suitable burrowing owl habitat within a 500-foot buffer. The results of the survey shall be submitted to the City of Perris Planning Division prior to obtaining a grading permit. In addition, a preconstruction survey for resident burrowing owls shall also be conducted within three days prior to commencement. If burrowing owls are observed during the Migratory Bird Treaty Act (MBTA) nesting bird survey (Project Mitigation Measure MM BR-1), to be conducted within three days of ground disturbance or vegetation clearance, the observation shall be reported to the CDFW and the US Fish and Wildlife Service (USFWS). If ground disturbing activities in these areas are delayed or suspended for more than 30 days after the pre-construction survey, the area shall be resurveyed for owls. The pre-construction survey and any relocation activity will be conducted in accordance with the current Burrowing Owl Instruction for the Western Riverside MSHCP. If burrowing owl are not detected during the pre-construction survey, no further mitigation is required. If burrowing owl are detected, the CDFW shall be sent written notification within three days of detection of burrowing owls. If active nests are identified during the pre-construction survey, the project proponent shall not commence activities until no sign is present that the burrows are being used by adult or juvenile owls or following CDFW approval of a Burrowing Owl Plan as described below. If owl presence is difficult to determine, a qualified biologist shall monitor the burrows with motion-activated trail cameras for at least 24 hours to evaluate burrow occupancy. The qualified biologist and project proponent shall coordinate with the City of Perris Planning Division, the USFWS, and the CDFW to develop a Burrowing Owl Plan to be approved by the City in consultation with the CDFW and the USFWS prior to commencing project activities. The Burrowing Owl Plan shall be prepared in accordance with guidelines in the CDFW Staff Report on Burrowing Owl (March 2012) and MSHCP. The Burrowing Owl Plan shall describe proposed avoidance, minimization, relocation, and monitoring as applicable. The Burrowing Owl Plan shall include the number and location of occupied burrow sites and details on proposed buffers if avoiding the burrowing owls and/or information on the adjacent or nearby suitable habitat available to owls for relocation. If no suitable habitat is available nearby for relocation, details regarding the creation and funding of artificial burrows (numbers, location, and type of burrows). and management activities for relocated owls may also be required in the Burrowing Owl Plan. The permittee shall implement the Burrowing Owl Plan following	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	CDFW and USFWS review and concurrence. A final letter report shall be prepared by the qualified biologist documenting the results of the Burrowing Owl Plan. The letter shall be submitted to CDFW prior to the start of project activities. The onsite qualified biologist will verify the nesting effort has finished according to methods identified in the Burrowing Owl Plan. When the biologist determines that burrowing owls are no longer occupying the Project site per the criteria in the Burrowing Owl Plan, project activities may begin. **MM-BR-3** If burrowing owl are discovered to occupy the Project site after project activities have started, then construction activities shall be halted immediately. The project proponent shall notify the CDFW and the USFWS within 48 hours of detection. A Burrowing Owl Plan, as detailed in Project Mitigation Measure MM BR-2, shall be implemented. The Burrowing Owl Plan shall be submitted to the CDFW for review and approval within two weeks of detection and no project activity shall continue within 1,000 feet of the burrowing owls until the CDFW approves the Burrowing Owl Plan. The project proponent shall be responsible for implementing appropriate avoidance and mitigation measures, including burrow avoidance, passive or active relocation, or other appropriate mitigation measures as identified in the Burrowing Owl Plan.	
4.5 CULTURAL RESOURCES		
Potentially Significant Impacts		
Historical resources. Based on the lack of historic resources or evidence of previously existing resources at the Project site, no impacts related to historic resources would occur. Incorporation of Project-level mitigation measure MM CR-1, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City, would reduce potential impacts to any known and unknown historical resources that may be found during ground disturbing activities to a less than significant level.	***Applicable PVCCSP EIR Mitigation Measure*** **MM Cultural 1.** Prior to the consideration by the City of Perris of implementing development or infrastructure projects for properties that are vacant, undeveloped, or considered to be sensitive for cultural resources by the City of Perris Planning Division, a Phase I Cultural Resources Study of the subject property prepared in accordance with the protocol of the City of Perris by a professional archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following: 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives. 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC.	No impact

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	3. Field survey of the implementing development or infrastructure project site. The proponents of the subject implementing development projects and the professional archaeologists shall also contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site. Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. archeologist shall be submitted to the City of Perris Planning Division for review and approval. The Phase I Cultural Resources Study shall determine whether the subject implementing development would potentially cause a substantial adverse change to any significant paleontological, archaeological, or historic resources. The Phase I Cultural Resources Study shall be prepared to meet the standards established by Riverside County and shall, at a minimum, include the results of the following: 1. Records searches at the Eastern Information Center (EIC), the National or State Registry of Historic Places and any appropriate public, private, and tribal archives. 2. Sacred Lands File record search with the NAHC followed by project scoping with tribes recommended by the NAHC. 3. Field survey of the implementing development or infrastructure project site. The proponents of the subject implementing development projects and the professional archaeologists shall also contact the local Native American tribes (as identified by the California Native Heritage Commission and the City of Perris) to obtain input regarding the potential for Native American resources to occur at the project site. Measures shall be identified to mitigate the known and potential significant effects of the implementing development or infrastructure project, if any. Mitigation for historic resources shall be considered in the following order of preference: 1. Avoidance. 2. Changes to the structure provided pursuant to the Secretary of Interior's Standards. 3. Relocation of the structure. 4. Recordation of the structure to Historic American Buildings Survey (HABS)/Historic American Engineering Record (HAER) standard if demolition is allowed. Avoidance is the preferred treatment for known and discovered significant prehistoric and historical archaeological sites, and sites containing Native American human remains. Where	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	feasible, plans for implementing projects shall be developed to avoid known significant archaeological resources and sites containing human remains. Where avoidance of construction impacts is possible, the implementing projects shall be designed and landscaped in a manner, which would ensure that indirect impacts from increased public availability to these sites are avoided. Where avoidance is selected, archaeological resource sites and sites containing Native American human remains shall be placed within permanent conservation easements or dedicated open space areas. The Phase I Cultural Resources Study submitted for each implementing development or infrastructure project shall have been completed no more than three (3) years prior to the submittal of the application for the subject implementing development project or the start of construction of an implementing infrastructure project. **The required Project-specific cultural resources study has been prepared for the Project to comply with this PVCCSP EIR mitigation measure and is included in Appendix D of this EIR.** **Additional Project-Level Mitigation Measures** **MM CR-1** Prior to the issuance of grading permits, the Project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior, 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground-disturbing activities at both the subject site and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground-disturbing activities shall occur at the site or within the off-site project improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground-disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground-disturbing activities and shall be empowered to temporarily halt or divert ground-disturbing equipment to allow time for the recording and removal of the resources. The Project proponent/developer shall also enter into an agreement with the Pechanga Band of Indians, the Soboba Band of Luiseño Indians, the Agua Caliente Band of Cahuilla Indians, or the Rincon Band of Luiseño Indians for a Native American tribal representative	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	(observer/monitor) to work along with the consulting archaeologist. This tribal representative will assist in the identification of Native American resources and will act as a representative between the City, the Project proponent/developer, and Native American Tribal Cultural Resources Department. The Native American tribal representative(s) shall be on-site during all ground-disturbing of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, etc. The Native American tribal representative(s) should be on-site any time the consulting archaeologist is required to be on-site. Working with the consulting archaeologist, the Native American representative(s) shall have the authority to halt, redirect, or divert any activities in areas where the identification, recording, or recovery of Native American resources are on-going. The agreement between the proponent/developer and the Native American tribe shall include, but not be limited to: • An agreement that artifacts will be reburied on-site and in an area of permanent protection; • Reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist; • Native American artifacts that cannot be avoided or relocated at the Project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study; and • The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. The Project proponent/developer shall submit a fully executed copy of the agreement to the City of Perris Planning Division to ensure compliance with this condition of approval. Upon verification, the City of Perris Planning Division shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. In the event that archaeological resources are discovered at the Project site or within the off-site Project improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	owner shall commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any Native American artifacts are identified when Native American tribal representatives are not present, all reasonable measures shall be taken to protect the resource(s) in situ and the City Planning Division and Native American tribal representative will be notified. The designated Native American tribal representative shall be given ample time to examine the find. If the find is determined to be of sacred or religious value, the Native American tribal representative will work with the City and project archaeologist to protect the resource in accordance with tribal requirements. All analysis shall be undertaking in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the Project site or within the off-site Project improvement areas, mitigation measure MM CR-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts shall be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased and/or the archaeologist, in consultation with the designated Native American tribal representative, determines that monitoring is no longer warranted, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, Eastern Information Center and the Native American tribe(s) involved with the Project.	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Substantial adverse in the significance of archaeological resources pursuant to Section 15064.5. There is a low potential for prehistoric cultural resources to be located within the Project site or off-site improvement areas. If any buried historic or prehistoric resources are unearthed during construction that meet the definition of an archaeological resource cited in State CEQA Guidelines Section 15064.5 and are disturbed/damaged by Project construction activities, impacts to archaeological resources would be potentially significant. Incorporation of Project-level mitigation measure MM CR-1, which implements PVCCSP EIR mitigation measures MM Cultural 2 through MM Cultural 4, as subsequently revised by the City, would reduce potential impacts to a less than significant level.	***Applicable PVCCSP EIR Mitigation Measure*** None in addition to MM Cultural 1 **Additional Project-Level Mitigation Measures** None in addition to MM CR-1	Less than Significant
Human remains. The PVCCSP area has been historically used for agricultural use and is, therefore, not expected to contain human remains including those interred outside of formal cemeteries. However, compliance with Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code* would ensure that impacts to human remains, in the unlikely event they are encountered, would be less than significant. Additionally, Project-level mitigation	**Additional PVCCSP Mitigation Measures** None required. **Additional Project-Level Mitigation Measures** **MM CR-2** In the event that human remains (or remains that may be human) are discovered at the Project site or within the off-site improvement areas during ground-disturbing activities, the construction contractors, project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The Project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and	Less than significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
measure MM CR-2, which implements PVCCSP EIR mitigation measure MM Cultural 6, as subsequently revised by the City of Perris, further identifies measures that would be taken in the event of the discovery of human remains, and would be implemented to further reduce this less than significant impact	the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the NAHC, which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the Project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the Project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98l and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations shall be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center.	
4.5 ENERGY		
Less Than Significant Impacts		
Result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. The Project would consume energy during construction and operation, including from construction equipment, construction vendors and workers, transportation during operation, electric vehicle parking, and building operations. Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Additionally,	***Applicable PVCCSP EIR Mitigation Measures*** MM Air 19 and MM Air 20 identified above. **Additional Project-Level Mitigation Measures** None required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
the Project would implement PVCCSP EIR mitigation measures MM Air 19 and MM Air 20, which would lessen the Project's energy use.		
Conflicts with a State or local plan for renewable energy or energy efficiency. The Project would not conflict with State or local plans for renewable energy or energy efficient. The Project would be subject to applicable PVCCSP EIR mitigation measures that would serve to reduce the Project's level of energy consumption and would be implemented in compliance with current California Building Code requirements, including the Title 24 Energy Efficiency Standards. This impact would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** MM Air 19 and MM Air 20 identified above. **Additional Project-Level Mitigation Measures** None required.	Less than Significant
4.6 GEOLOGY/SOILS		
Less than Significant Impacts		
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most Alquist-Priolo Earthquake Fault Zoning Map, issued by the State Geologist for the area or based on other substantial evidence of a known fault?	***Applicable PVCCSP EIR Mitigation Measures*** **MM Geo 1:** Concurrent with the City of Perris' review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., over-excavated, backfilled, compaction) being used to implement the project's design. ***Additional Project-Level Mitigation Measures*** None required.	No impact.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
The City of Perris, like the rest of southern California, is located within a seismically active region near the active margin between the North American and Pacific tectonic plates. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to identify earthquake fault zones along traces of both recently and potentially active major faults. Cities and counties where these zones occur must inform the public regarding the location of these zones. Proposed development plans within earthquake fault zones must be accompanied by a geotechnical report prepared by a qualified geologist describing the likelihood of surface rupture. The *Preliminary Geotechnical Investigation and Infiltration Feasibility Testing Report* prepared for the project (October 2022) satisfies this requirement. As reported, the closest known active fault to the site is the San Jacinto Valley/Casa Loma segment of the San Jacinto Fault Zone which is located approximately 8 miles (12.8 km) northeast of the site. No impact associated with development within an Alquist-Priolo fault zone would occur at the Project site		
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	***Applicable PVCCSP EIR Mitigation Measures*** None required. ***Additional Project-Level Mitigation Measures***	Less than significant.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
ii. Strong seismic ground shaking. Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above) and the Geotechnical Investigation shall be reviewed and approved by the City Engineer. With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death, involving strong seismic ground shaking. This impact is less than significant.	None required.	
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iii. Seismic-related ground failure, including liquefaction?	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	Less than significant.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
With adherence to the City's General Plan policies, compliance with the CBC and City of Perris Building Code, mandatory compliance with the recommendations of the final Geotechnical Investigations related to design and construction, and incorporation of PVCCSP EIR mitigation measure MM Geo 1, the Project would not directly or indirectly expose people or structures to substantial adverse effects, including loss, injury or death from seismic-related ground failure, including liquefaction.		
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: iv. Landslides? The site is not located within a State of California earthquake seismic hazard zone where areas of previous landslide have occurred. As reported in the *Preliminary Geotechnical Investigation and Infiltration Feasibility Report*, regional geologic maps do not indicate the presence of landslides on the property. Thus, **no impacts** related to landslides as a result of the proposed project are anticipated.	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	No impact

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil? There is the potential for soil erosion or loss of topsoil during construction activities as the ground is cleared and graded. Compliance with the SCAQMD Rule 403 (Fugitive Dust) and PVCCSP EIR mitigation measure MM Air 3 would include implementation of soil stabilization measures, such as daily watering. The site is greater than one acre in size and individual improvements would disturb more than one acre; thus, the project would be subject to State Water Resources Control Board General Construction Permit during construction to minimize soil erosion. The General Construction Permit would include implementation of the City's standard erosion control practices, such as silt fencing, fiber rolls, and sandbags. Further, the CBC requires an erosion control plan prior to issuance of a grading permit as a means to minimize soil erosion to the extent practicable during both construction and operational phases.	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	Less than significant
Threshold c: Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	Less than significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
spreading, subsidence, liquefaction, or collapse? Consistent with General Plan measures cited above and PVCCSP EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all Geotechnical Investigation recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Furthermore, the City of Perris would conduct a thorough administrative review of future grading permits to ensure that earthwork activities do not result in any conditions that could result in unstable soils. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical Investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to location on an unstable geologic unit or soil would be less than significant.		
Threshold d: Would the Project be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? Consistent with General Plan measures cited above and PVCCSP	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None	Less than significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
EIR mitigation measure MM Geo 1, the Project would be designed and constructed in accordance with all final Geotechnical Investigations recommendations (referred to as mitigation measures in General Plan Measure I.E.2 above); and the Geotechnical Investigations shall be reviewed and approved by the City Engineer. Therefore, with compliance with City General Plan measures, the recommendations of the final Geotechnical investigations, and PVCCSP EIR mitigation measure MM Geo 1, impacts related to expansive soils would be less than significant.		
Threshold e: Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? The Project would connect to existing sewer lines. As stated, lines would be extended east from Painted Canyon Street in both East Dawes Street and Ramona Expressway to serve the site. There would be no impact related to on-site soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems.	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	No impact

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Potentially Significant Impacts		
Threshold e: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? Based on the literature review and museum records search results, and in accordance with the Society of Vertebrate Paleontology (SVP) (2010) sensitivity scale, the Quaternary Very old alluvial fan deposits (Qvof) in the Project area have high paleontological sensitivity because similar deposits have yielded significant fossils in the vicinity. Due to the presence of fossil localities in the vicinity, Project-related ground disturbance has the potential to impact paleontological resources throughout the Project area.	***Applicable PVCCSP EIR Mitigation Measures*** PVCCSP EIR mitigation measure MM Cultural 5 provides mitigation for the discovery and protection of paleontological resources. This mitigation measure has been replaced by the City of Perris as reflected in Project mitigation measure MM GS-1. ***Additional Project-Level Mitigation Measures*** **MM GS-1: Paleontological Resource Impact Mitigation Monitoring Program**. Prior to the issuance of grading permits, the Project applicant shall submit to and receive approval from the City of Perris Planning Division, a Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP). The PRIMMP shall include the provision of a qualified professional paleontologist (or his or her trained paleontological monitor representative) during onsite and offsite subsurface excavation that exceeds five (5) feet in depth below the pre-grade surface. Selection of the paleontologist shall be subject to approval of the City of Perris Planning Manager and no grading activities shall occur at the Project site or within offsite Project improvement areas until the paleontologist has been approved by the City. Monitoring shall be restricted to undisturbed subsurface areas of older Quaternary alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens. Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage. A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.	Less than significant.

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	MM GS-2: Worker's Environmental Awareness Program (WEAP). Prior to the start of the proposed project activities, all field personnel shall receive a worker's environmental awareness training on paleontological resources. The training shall provide a description of the laws and ordinances protecting fossil resources, the types of fossil resources that may be encountered in the project area, the role of the paleontological monitor, outline steps to follow if a fossil discovery is made, and provide contact information for the project paleontologist. The training shall be developed by the project paleontologist and can be delivered concur7rently with other training, including cultural, biological, safety, et cetera	
4.7 GREENHOUSE GAS EMISSIONS		
Less than Significant Impacts		
Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The Project would not conflict with the 2017 and 2022 CARB Scoping Plan or the City's Climate Action Plan (CAP) and this impact would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** No mitigation is required.	No impact
Potentially Significant Impacts		
Generate greenhouse gas emissions. The total annual estimated GHG emissions (construction and operation) for the Project would be greater than the threshold of significance used for this analysis, resulting in a cumulatively considerable and significant impact. Even with implementation of the identified mitigation measures, this impact would be significant and unavoidable.	***Applicable PVCCSP EIR Mitigation Measures*** Refer to previously referenced mitigation measures MM Air 4, MM Air 5, MM Air 6, MM Air 7, MM Air 11, MM Air 13, MM 14, MM Air 18, MM Air 19, and MM Air 20 would be implemented. **Additional Project-Level Mitigation Measures** **MM GHG-1** Prior to the issuance of each building permit, the Project Applicant and its contractors shall provide plans and specifications to the City of Perris Building Department that demonstrate that electrical service is provided to each of the areas in the vicinity of the building that are to be landscaped in order that electrical equipment may be used for landscape maintenance. **MM GHG-2** All landscaping equipment (e.g., leaf blower) used for property management shall be electric-powered only. The property manager/facility owner shall provide documentation	Significant and Unavoidable

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	(e.g., purchase, rental, and/or services agreement) to the City of Perris Building Department to verify, to the City's satisfaction, that all landscaping equipment utilized will be electric-powered. **MM GHG-3** Once constructed, the Project Applicant shall ensure that all building tenants in the warehouse portion of the Project shall utilize only electric or natural gas service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment, through requirements in the lease agreements. Electric-powered service yard trucks (hostlers), pallet jacks and forklifts, and other onsite equipment shall also be required instead of diesel-powered equipment, if technically feasible. Yard trucks may be diesel fueled in lieu of electrically or natural gas fueled provided such yard trucks are at least compliant with California Air Resources Board (CARB) 2010 standards for on-road vehicles or CARB Tier 4 compliant for off-road vehicles. **MM GHG-4** Upon occupancy, the facility operator for the warehouse portion of the Project shall require tenants that do not already operate 2010 and newer trucks to apply in good faith for funding to replace/retrofit their trucks, such as Carl Moyer, VIP, Prop 1B, SmartWay Finance, or other similar funds. If awarded, the tenant shall be required to accept and use the funding. Tenants shall be encouraged to consider the use of alternative fueled trucks as well as new or retrofitted diesel trucks. Tenants shall also be encouraged to become SmartWay Partners, if eligible. This measure shall not apply to trucks that are not owned or operated by the facility operator or facility tenants since it would be infeasible to prohibit access to the site by any truck that is otherwise legal to operate on California roads and highways. The facility operator shall provide an annual report to the City of Perris Planning Division. The report shall: one, list each engine design; two, describe the effort made by each tenant to obtain funding to upgrade their fleet and the results of that effort; and three, describe the change in each fleet composition from the prior year. **MM GHG-5** Tenants who employ 250 or more full or part-time employees shall comply with SCAQMD Rule 2202, On-Road Motor Vehicle Mitigation Options. The purpose of this rule is to provide employees with a menu of options to reduce employee commute vehicle emissions. Tenants with less than 250 employees or tenants with 250 or more employees who are exempt from SCAQMD Rule 2202 (as stated in the Rule) shall either (a) join with a tenant who is implementing a program in accordance with Rule 2202 or (b) implement an emission reduction program similar to Rule 2202 with annual reporting of actions and results to the City of Perris. The tenant-implemented program would include, but not be limited to the following:	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	• Appoint a Transportation Demand Management (TDM) coordinator who would promote the TDM program, activities and features to all employees; • Create and maintain a "commuter club" to manage subsidies or incentives for employees who carpool, vanpool, bicycle, walk, or take transit to work; • Inform employees of public transit and commuting services available to them (e.g., social media, signage); • Provide on-site transit pass sales and discounted transit passes; • Guarantee a ride home; • Offer shuttle service to and from public transit and commercial areas/food establishments, if warranted; • Coordinate with the Riverside Transit Agency and employers in the surrounding area to maximize the benefits of the TDM program; and • Implement a commute trip reduction (CTR) program to provide employees assistance in using alternative modes of travel and provide incentives to encourage employee usage. The CTR program would be a multi-strategy program that could include the following individual measures: o Carpooling encouragement; o Ride-matching assistance; o Preferential carpool parking; o Flexible work schedules for carpools; o Half-time transportation coordinator; o New employee orientation of trip reduction and alternative travel mode options; o Vanpool assistance; and o Bicycle end-trip facilities (parking and lockers).	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	MM GHG-6 Prior to the issuance of a building permit, the Project Applicant shall provide evidence to the City of Perris Building Division that loading docks are designed to be compatible with SmartWay trucks. **MM GHG-7** Upon occupancy and annually thereafter, the facility operator shall provide information to all tenants, with instructions that the information shall be provided to employees and truck drivers as appropriate, regarding: • Building energy efficiency, solid waste reduction, recycling, and water conservation. • Vehicle GHG emissions, electric vehicle charging availability, and alternate transportation opportunities for commuting; • Participation in the Voluntary Interindustry Commerce Solutions (VICS) "Empty Miles" program to improve goods trucking efficiencies; • Health effects of diesel particulates, State regulations limiting truck idling time, and the benefits of minimized idling; and • The importance of minimizing traffic, noise, and air pollutant impacts to any residences in the Project vicinity. **MM GHG-8** Prior to issuance of a building permit, the Project Applicant shall provide the City of Perris Building Division with project specifications, drawings, and calculations that demonstrate that main electrical supply lines and panels have been sized to support heavy truck charging facilities when these trucks become available. The calculations shall be based on reasonable predictions from currently available truck manufacturer's data. Electrical system upgrades that exceed reasonable costs shall not be required. **MM GHG-9** The buildings shall be constructed as certified LEED Silver Level and implement the following, voluntary provisions of the California Green Building Standards Code (CALGreen). The project applicant/developer(s) shall provide documentation (e.g., building plans) of implementation of the applicable voluntary measures to the City of Perris Building Department prior to the issuance of building permits. • Design the proposed parking areas to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal	

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.1.2; • Include solar panels to offset the office energy use that can accommodate at least 15% of the energy demand for the hotel and restaurant buildings and 100% of the warehouse building; • Design the proposed parking areas to provide electric vehicle (EV) charging stations. At minimum, the number of EV charging stations shall equal the Tier 2 Nonresidential Voluntary Measures of the California Green Building Standards Code, Section A5.106.5.3.2; • Plant trees in excess of the number required per the PVCCSP landscaping standards for commercial and industrial uses or identify, with assistance from City staff, areas (i.e., parks and open space) within the City of Perris where additional trees could be planted.	
4.8 LAND USE AND PLANNING		
Less than Significant Impacts		
Physically divide an established community. The Project would develop new commercial buildings and one new warehouse building on the project site. The project would require a redesignation of the southern portion of the site from commercial to light industrial to accommodate the warehouse building. The Project would not physically divide an established community and no impact would occur.	No mitigation is required.	No Impact
Conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project would be implemented in accordance with requirements of the	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
PVCCSP for Commercial and Light Industrial land uses. The Project would not conflict with any applicable local or regional land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect. No impact would result.		
4.9 NOISE		
Less than Significant Impacts		
Excessive groundborne vibration or groundborne noise levels. Project construction and operations would not result in vibration levels that exceed the established thresholds of significance and the impact would be less than significant.	No mitigation is required.	Less than Significant
Exposure to excessive noise levels from airport operations. The Project is outside the 70 dBA CNEL noise contour for both the MARP/IPA and Perris Valley Airport. The proposed Project would have a less than significant impact related to the exposure of people to excessive noise levels from airport operations. The Project would not expose people working at the Project site to excessive noise levels from airport operations and this impact would be less than significant. As required by the PVCCSP, notice would be provided to potential purchasers or	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
tenants that the Project is within the MARP/IPA AIA (MM Haz 4).		
Potentially Significant Impacts		
Substantial temporary or Permanent increase in ambient noise levels in excess of established standards. *Construction.* With implementation of PVCCSP EIR MM Noise 1 though MM Noise 4 and Project-specific mitigation measure MM NOI-1, construction noise levels would not exceed the established noise standards. Therefore, construction noise impacts would be less than significant. *Off-Site Traffic Noise*. Based on the significance criteria for off-site traffic noise, Project-related heavy trucks would cause an adverse noise impact at the camping spaces located adjacent to the north of East Dawes Street within the Camper Resorts of America facility east of the Project site. Implementation of mitigation measure MM NOI-2 would reduce impacts to less than significant. If the property owner does approve of the mitigation, then Project-related traffic noise impacts would remain significant and unavoidable at this location. *On-Site Operational Noise Sources*. Heavy truck parking along the eastern property boundary could cause an exceedance of the stationary noise source standard. Implementation of	***Applicable PVCCSP EIR Mitigation Measures*** **MM Noise 1** During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. **MM Noise 2** During construction, stationary construction equipment, stockpiling and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor. **MM Noise 3** No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier. **MM Noise 4** Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. **Additional Project-Level Mitigation Measures** **MM NOI-1**: The Project developer shall install temporary construction noise barriers with a minimum height of 12 feet along both the western and eastern property boundaries during site preparation and grading operation. The barriers shall have a minimum Sound Transmission Classification of 25 which reduce temporary maximum construction equipment noise to measured ambient conditions at both the Parkway Mobile Home Park and Camper Resorts of America. Temporary barriers can be removed after construction of the perimeter screening walls provided the screening walls are constructed prior to the paving phase. **MM NOI-2.** If allowed by the owner of the Camper Resorts of America facility, the Project applicant shall construct a 6-foot-tall concrete masonry unit wall from the southeastern property corner approximately 486 feet along the southern boundary of the Camper Resorts of America facility. The concrete masonry unit wall shall connect to the existing concrete masonry unit wall. The Project applicant shall also Increase height of the existing concrete masonry unit wall to 6 feet if feasible or shall replace the existing wall with a new 6-foot-tall concrete masonry unit wall.	Significant and Unavoidable

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
mitigation measures MM NOI-3 and/or NOI-4 would reduce impacts to less than significant levels.	**MM NOI-3**: Increase the northern section (i.e., from the northern terminus of the 14-foot section) of the eastern perimeter wall height from 8 feet to 12 feet, a distance of approximately 242 feet. **MM NOI-4.** Restrict nighttime (i.e., 10:00 p.m. to 7:00 a.m.) truck back-in parking to the 220-foot section of 14-foot-high perimeter wall.	
4.10 Public Services		
Less than Significant Impacts		
Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services: **Fire protection and Police protection/** It is anticipated that implementation of the Project would generate a nominal increase in the demand for services. Mandatory DIF payments would ensure that the Project provides fair share funds for the provision of additional protection services, which may be applied to fire and police facilities and/or equipment, to offset the Project's proposed incremental increase in the demand for fire protection services. Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire	No mitigation is required.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
protection facilities and would not exceed applicable service ratios or response times for fire and police protection services. Impacts would be less than significant.		
4.11 TRANSPORTATION		
Less than Significant Impacts		
Conflict with a plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The Project, which incorporates applicable PVCCSP EIR mitigation measures related to transportation and circulation, would not conflict with applicable plans, ordinances or policies addressing the circulation system, including: SCAG's RTP/SCS (Connect SoCal), the City of Perris General Plan Circulation Element and Active Transportation Plan, and the PVCCSP, and applicable fee mitigation programs. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** **MM Trans 1 -** Future implementing development projects shall construct on-site roadway improvements pursuant to the general alignments and right-of-way sections set forth in the PVCC Circulation Plan, except where said improvements have previously been constructed. **MM Trans 2 -** Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans. **MM Trans 3 -** Each implementing development project shall participate in the phased construction of off-site traffic signals through payment of that project's fair share of traffic signal mitigation fees and the cost of other off-site improvements through payment of fair share mitigation fees which includes the NPRBBD (North Perris Road and Bridge Benefit District). The fees shall be collected and utilized as needed by the City of Perris to construct the improvements necessary to maintain the required level of service and build or improve roads to their buildout level. **MM Trans 4 -** Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project. **The RTA was contacted regarding its plans for the future provision of bus routing adjacent to the Project site that could require bus stops at the Project boundaries as part of the NOP process. The RTA had no comments regarding the project. Therefore, the Project Applicant has complied with this PVCCSP EIR mitigation measure.**	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
	MM Trans 5 - Bike racks shall be installed in all parking lots in compliance with City of Perris standards. **MM Trans 6 -** Each implementing development project that is located adjacent to the MWD Trail shall coordinate with the City of Perris Parks and Recreation Department to determine the development plan for the trail. **MM Trans 8 -** Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by the NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of project level mitigation that is included in the NPRBBD. **Additional Project-Level Mitigation Measures** None required	
Increase hazards due to a design feature. Project-specific construction plans are finalized by the City for each project and are required to ensure adequate traffic flow. At the time of approval of any site-specific plans required for the construction of roadway facilities or infrastructure, the Project Applicant would be required to implement measures that would maintain traffic flow and access. Therefore, the Project would have a less than significant impact during construction associated with increased hazards. Roadway, circulation, and access improvements have been designed in compliance with Standards and Guidelines set forth in the PVCCSP. The Project circulation system separates passenger vehicles from trucks such that there would be no	**Applicable Project Design Features** **PDF 14-1** Prior to the issuance of occupancy permits, the Project proponent shall have constructed the roadway improvements outlined below. These roadways shall be improved consistent with the PVCCSP and the City of Perris General Plan's Circulation Element. The Project shall improve these roadways as required by the final Conditions of Approval or the proposed Project and applicable City of Perris standards. The two commercial/retail driveways off Ramona Expressway include a separate right-turn deceleration lane due to the higher speeds. The east Project Driveway off Dawes Street for trucks should be widened to 40-feet and have a 45-foot curb radius to accommodate the extra width required for truck turning movements. **PDF 14-2** Prior to the issuance of occupancy permits, the Project proponent shall have constructed the site driveways consistent with the PVCCSP and City design standards for commercial and industrial uses. **PDF 14-3** The eastern truck access driveway to/from East Dawes Street and the industrial/warehouse will incorporate an extended or flaired curb section or similar feature approved by the City of Perris which would restrict access to right in/left out movements only to prevent eastbound entrance and westbound departures via East Dawes Street.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
conflict for these vehicles within the Project site. Additionally, the Project incorporates PVCCSP EIR mitigation measures MM Trans 1 and MM Trans 2. With the incorporation of these mitigation measures, this impact would be less than significant. Compliance with circulation improvements required by the PVCCSP is demonstrated through project design features PDF 14-1, PDF 14-2, and PDF 14-3.		
Result in inadequate emergency access. Construction activities that may temporarily restrict vehicular traffic flow would be required to implement adequate measures to facilitate the passage of vehicles through/around any required lane or road closures. Site-specific activities such as temporary construction activities are finalized for each project- by the City and are required to ensure adequate emergency access. Implementation of the Project would result in roadway improvements that would be incorporated in accordance with the PVCCSP and would improve the ability of emergency vehicles to access the Project site and surrounding properties. Impacts would be less than significant.	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** None required.	Less than Significant
Potentially Significant Impacts		
Be inconsistent or conflict with CEQA Guidelines Section 15064.3 subdivision (b). As noted in the City	***Applicable PVCCSP EIR Mitigation Measures*** None	Less than significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
Guidelines, Projects that do not meet screening criteria and are below 2,500 daily vehicle trips are to utilize the City's scoping form to perform a VMT analysis and subsequent VMT mitigation (if required) to reduce the Project's VMT impact below the City's adopted thresholds. The proposed Project would be constructed within a TPA; and thus, VMT impacts would be less than significant.	***Additional Project-Level Mitigation Measures*** None required.	
4.12 TRIBAL CULTURAL RESOURCES		
Less Than Significant Impacts		
Change the significance of a listed or eligible for listing tribal cultural resources. There are no tribal cultural resources eligible for listing or that are listed on the California Register of Historical Resources within the Project site. No impacts would occur.	None required.	No Impact
Potentially Significant Impacts		
Change the significance of a tribal cultural resource that is significant to a California Native American tribe. No cultural resources, including tribal cultural resources, were observed and no information was obtained through Native American Consultation indicating the presence of tribal cultural resources within the Project site. However, there is a remote possibility for unknown tribal cultural resources to be encountered during construction. The Project would incorporate Project-level mitigation measures MM CR-1	***Applicable PVCCSP EIR Mitigation Measures*** None ***Additional Project-Level Mitigation Measures*** Refer to previously referenced mitigation measures MM CR-1 and MM CR-2 would be implemented.	Less than Significant

Table 1-1 Summary of Environmental Impacts for the Project

Summary of Environmental Impacts	Project Design Features, Regulatory Requirements Applicable PVCCSP EIR Mitigation Measures, and Additional Project-Level Mitigation Measures	Level of Significance After Mitigation
and MM CR-2 to ensure potential impacts to tribal cultural resources would be less than significant.		

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5.0 ALTERNATIVES

5.1 INTRODUCTION

An environmental impact report (EIR) must identify methods to mitigate or avoid the significant effects that a project may have on the environment. In compliance with Section 15126.6(a) of the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines), an EIR must "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any significant effects and evaluate the comparative merits of the alternatives." The City of Perris, as the CEQA Lead Agency for the Distribution Park Commercial and Industrial Project, is responsible for selecting a range of project alternatives to avoid or substantially lessen the significant impacts identified in this EIR. This section identifies potential alternatives to the Project and evaluates them, as required by CEQA.

Key provisions of the State CEQA Guidelines on alternatives (Sections 15126.6[b]–15126.6[f]) are summarized below to explain the foundation and legal requirements for the alternatives analysis in the EIR.

- *"The discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objective or would be more costly" (Section 15126.6[b]).*

- *"The specific alternative of 'no project' shall also be evaluated along with its impact" (Section 15126.6[e][1]).*

- *"The 'no project' analysis shall discuss the existing conditions at the time the Notice of Preparation is published, and at the time the environmental analysis is commenced, as well as what would reasonably be 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" (Section 15126.6[e][2]).*

- *"The range of alternatives required in an EIR is governed by the 'rule of reason' that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent)" (Section 15126.6[f]).*

- *For alternative locations, "only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR" (Section 15126.6[f][2][A]).*

- *"If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in proximity to natural resources at a given locations" (Section 15126.6[f][2][B]).*

- *"An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative" (Section 15126.6[f][3]).*

Pursuant to the guidelines stated above, a range of alternatives to the Project is considered and evaluated in this EIR. These alternatives were developed in the course of project planning and environmental review. The discussion in this section provides the following:

- A description of alternatives considered.

- A comparative analysis of the alternatives under consideration and the Project. The focus of this analysis is to determine if alternatives are capable of eliminating or reducing the significant environmental effects of the Project to less than significant.

- An analysis of whether the alternatives meet most of the objectives of the Project (as presented in Section 3.5 of this EIR and restated below).

5.1.1 SUMMARY OF THE PROJECT

The proposed Project would result in the construction and operation of a new 271,098-square-foot non-refrigerated light industrial warehouse building with tenant offices and related improvements; a 52,008-square-foot, 107 room hotel, and two restaurant buildings (one 4,000 square feet and one 5,000 square feet) with related improvements. As stated, the Project would require an amendment to the PVCCSP to change the land use designation on the industrial building parcel to Light-Industrial (LI) to accommodate the industrial warehouse building. The hotel and restaurant building would be subject to design standards within the PVCCSP for Commercial uses. The industrial warehouse building would be subject to Light Industrial design standards. Walls and fences would be provided on-site as required for screening, privacy, and security.

Vehicle access to the hotel and restaurant uses would be via two new access driveways along the south side of Ramona Expressway. Access to the warehouse would be via two new access driveways along the north side of East Dawes Street. Roadway improvements would be made along the Ramona Expressway project frontage. The improvement would install a new 12-foot-wide acceleration/ deceleration lane and replace the existing curb/gutter and sidewalk. Automobile and truck parking would be provided for the proposed buildings.

The Project would be constructed in four phases: Phase I is defined as the 4,000 square foot restaurant and on- and off-site improvements; Phase II would be comprised of the warehouse building improvements; Phase III would be the hotel and Phase IV would be construction of the 5,000 square foot

restaurant. Construction of Phase I would begin in mid-2024 and be completed in late 2025. Construction of Phase II would begin in 2025 and be completed in late 2026. Remaining phases would be dependent on tenant demand.

The proposed warehouse use would require a PVCCSP amendment to change the land use designation on the southern portion of the parcel from Commercial to Light Industrial. The hotel and restaurant uses would be consistent with the existing Commercial land use designation. The Project requires approval of a Specific Plan Amendment 22-05380 authorizing a change in the land use designation on the southern portion of the site from commercial to light industrial; Development Plan Review 22-00037 for construction and operation of the two restaurant buildings and a hotel; Development Plan Review 22-00038 for construction and operation of the proposed industrial/warehouse building; and Tentative Parcel Map case number PLN22-05328 allowing the creation of four separate parcels for the proposed light industrial, hotel and two restaurants. The required approvals and entitlements are further described in Section 3.7, *Summary of Requested Actions*, of this EIR.

5.1.2 PROJECT OBJECTIVES

As stated in Section 3.5, of this EIR, and pursuant to Section 15124 of the CEQA Guidelines, the following objectives have been established by the Project Applicant to aid decision makers in their review of the Project.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses.
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development.
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris.
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing uses.
5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods.
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment.
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes.
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions.

9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements.
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire.

5.1.3 SUMMARY OF PROPOSED PROJECT SIGNIFICANT AND UNAVOIDABLE IMPACTS

The analysis in Section 4.0 concludes that with implementation of mitigation measures, significant environmental impacts resulting from air and greenhouse emissions would result from operation of the Project. As discussed, an EIR should consider a range of feasible alternatives that would attain most of the Project objectives, listed above, while reducing one or more of the significant and unavoidable impacts of the Project. Significant and unavoidable impacts that would result from implementation of the Project include those listed below.

- **Cumulative Air Emissions.** As shown in Table 4.2-6, daily operational air emissions would exceed the South Coast Air Quality Management District (AQMD) nitrogen oxides (NOx) threshold of significance. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to air quality. Even with incorporation of all feasible PVCCSP EIR mitigation measures and Project-specific mitigation measures, the Project's cumulative air emissions would be significant and unavoidable.

- **Cumulative Greenhouse Gas (GHG) Emissions.** As noted in Table 4.6-5, the Project has the potential to generate a total of approximately 11,975 metric tons of carbon dioxide equivalent (CO_2e) per year at buildout. As such, the Project would exceed the 3,000 metric tons of CO_2e per year threshold of significance. Thus, the Project would have the potential to result in a cumulatively considerable impact with respect to GHG emissions. Even with incorporation of all feasible PVCCSP mitigation measures, the Project's cumulative GHG emissions impacts would be significant and unavoidable.

- **Noise.** As shown Table 4.8-6, Project-related traffic, primarily heavy trucks, would cause a substantial increase in noise levels at camp sites located along the southern boundary of the Camper Resorts of America facility located adjacent to and east of the Project site. In addition to the incorporation of PVCCSP EIR mitigation measures, construction of a 6-foot-high concrete masonry unit wall along the southern property boundary would reduce traffic-related noise to a less than significant level. However, implementation of this mitigation measure would require the approval of the owner of the Camper Resorts of America facility for the construction within it's property. If the Camper Resorts of America facility does not approve the construction of a new wall segment along the southern boundary of the campground site, the noise impact would remain significant. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility, the impact to this facility is considered to be significant and unavoidable as of the time that this Draft EIR was prepared.

5.2 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR FURTHER ANALYSIS

Section 15126.6(c) of the State CEQA Guidelines specifies that an EIR should: (1) identify alternatives that were considered by the lead agency but were rejected because they were determined to be infeasible during the scoping process, and (2) briefly explain the reasons underlying the lead agency's determination. This section of the State CEQA Guidelines states "[a]mong the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

The following alternatives were considered during the scoping and planning process but were not selected for detailed analysis in this EIR. As described in greater detail below, the primary reason for rejecting these alternatives was that they would not avoid or substantially reduce significant impacts associated with the Project and would not be consistent with the Project objectives.

5.2.1 ALTERNATIVE SITE

CEQA requires that the discussion of alternatives focus on alternatives to the project or its location, which are capable of avoiding or substantially lessening any significant effects of the project. The first step in the analysis is determining whether any of the significant effects of the project would be avoided or substantially lessened by developing the project at another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR (State CEQA Guidelines, Section 15126.6[f][2][B]).

To meet Project objectives as well as the PVCCSP, the Alternative Site must be located within the PVCCSP planning area on contiguous sites designated for both Light Industrial and Commercial land uses or contiguous parcels or on one parcel large enough to accommodate the proposed uses with approval of a land use redesignation as proposed for the Project. Further, any development within the PVCCSP area would be required to comply with the Standards and Guidelines outlined in the PVCCSP and the applicable mitigation measures from the PVCCSP EIR, similar to the Project. Sites designated for Light Industrial or Commercial uses include currently developed sites and vacant land. However, none are owned by the Project applicant. Further, development of commercial and industrial buildings similar to the size proposed by the Project at other sites within PVCCSP area are expected to have similar significant and unavoidable impacts as the Project resulting from an increase in truck and vehicle trips. Therefore, development of the Project at an alternative site within the PVCCSP planning area would not avoid or reduce the direct and cumulative impacts of the Project related to air emission and GHG emissions.

As discussed in Section 4.0 of this EIR, with incorporation of PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures, regulatory requirements and Project-level mitigation measures, the Project would result in less than significant impacts or less than significant impacts with mitigation for construction-related, operational, and cumulative impacts for all topical issues evaluated with the exception of air and GHG emissions. Under this alternative, environmental impacts would be similar to the Project depending on the characteristics of that alternative site, because development of the Project at an alternative site would generate the same number of vehicle and heavy truck trips which are the primary reason air and GHG emissions exceed the impact thresholds. As stated, the Project applicant does not own other land in the PVCCSP planning area that would accommodate the Project and meet

the Project objectives. CEQA does not require the consideration of sites not owned by the landowner or which could not be reasonably acquired by the landowner as alternatives to the proposed project (CEQA Guidelines, Section 15126.6[f][1]).

In summary, an alternative site in the PVCCSP area that is designated for Light Industrial or Commercial use may meet the Project objectives but would not substantially reduce or avoid significant unavoidable impacts related to air and GHG emissions that would result from the Project. Therefore, further analysis of an alternative site(s) in this EIR is not required.

5.3 ALTERNATIVE ANALYSIS

Based on the criteria listed previously, the alternatives described below have been determined to represent a reasonable range of alternatives. As described in Sections 4.1 through 4.11 of this EIR, the potentially significant impacts of the Project can be mitigated to a less than significant level with the exception of cumulative NOx emissions and GHG emissions and noise. Traffic-related noise impacts could be mitigated to a less than significant level if the owner of the Camper Resorts of America facility allows the construction of a new wall segment along the southern boundary of the campground site. Because the Project applicant has not informed the City that an agreement has not been reached with the owner of the Camper Resorts of America facility, the impact to this facility is considered to be significant and unavoidable as of the time that this Draft EIR was prepared.

For the Reduced Project Alternative below, it is assumed that the PVCCSP Standards and Guidelines, Specific Plan EIR mitigation measures, and Project-specific mitigation measures identified for the Project would also be implemented with the alternative; and thus, would reduce or avoid potential significant impacts similar to the Project. The alternatives considered in this EIR include the following.

- Alternative 1 – No Project/No Development
- Alternative 2 – Reduced Intensity
- Alternative 3 – Commercial Alternative
- Alternative 4 – The Retreat at Lake Perris

5.3.1 ALTERNATIVE 1: NO PROJECT/NO DEVELOPMENT ALTERNATIVE

Section 15126.6(e) of the State CEQA Guidelines requires an EIR evaluate a “no project” alternative to allow decision makers to compare the impacts of approving a project with the impacts of not approving that project. Section 15126.6(e)(3) of the State CEQA Guidelines describes the two general types of no project alternative: (a) when the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the no project alternative would be the continuation of that plan and (b) when the project is other than a land use/regulatory plan (such as a specific development on an identifiable property), the no project alternative is the circumstance under which the project does not proceed. The proposed Project is consistent with the City of Perris General Plan land use designation for the site (Specific Plan); however, as stated, a redesignation of the southern portion of the site from Commercial to Light Industrial is required for consistency with the PVCCSP. This discussion assumes the No

Project/No Development Alternative would result in no new development or other improvements on the Project site.

Description of the Alternative

Under the No Project/No Development Alternative, the proposed development of a hotel, two restaurants and warehouse would not occur. The Project site would remain vacant and undeveloped.

Comparative Analysis of Environmental Impacts

Aesthetics

The No Project/No Development Alternative does not involve any development or change in the current condition of the Project site. There would be no change to the visual quality or character of the Project site or surrounding areas. Aesthetic changes associated with development of the Project site would not occur with this alternative. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

Air Quality

The No Project/No Development Alternative would not involve any construction activities at the building sites. Therefore, the construction-related air quality emissions resulting from the Project would not occur. Because there would be no development within the Project site. No air emissions would occur. Therefore, this alternative would avoid construction-related and operational air quality impacts that would occur with implementation of the Project. As such, no air quality impacts would occur under this alternative.

Biological Resources

The No Project/No Development Alternative would leave the Project site in its existing condition. While this alternative would not result in potential impacts to nesting birds and burrowing owls during construction, the Project's impacts would be less than significant with incorporation of mitigation measures. The No Project/No Development Alternative would have no impact to biological resources and no mitigation would be required.

Cultural Resources

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the No Project/No Development Alternative or the Project. The No Project/No Development Alternative would not involve any excavation or grading activities; thus, there would be no potential to discover previously unidentified archaeological resources. With incorporation of the Project-level mitigation measures, Project impacts to archaeological resources would be less than significant. This alternative would avoid potential impacts to cultural resources resulting from implementation of the Project.

Energy

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. In the absence of construction activities and operation of the proposed uses, this alternative would have no demand for near-term or long-term energy or fuel use on the site. This alternative would avoid the energy consumption associated with the Project.

Geology and Soils

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. No new uses would be exposed to potential geotechnical hazards. The No Project/No Development Alternative would not involve any excavation or grading activities; thus, there would be no potential to discover previously unidentified paleontological resources. With incorporation of the Project-level mitigation measures, Project impacts to archaeological resources would be less than significant. This alternative would avoid potential impacts to paleontological resources resulting from implementation of the Project.

Greenhouse Gas Emissions

The No Project/No Development Alternative would not involve any construction activities or new development on the Project site. In the absence of construction activities and operation of the proposed uses (including traffic generation), this alternative would not generate GHG emissions. Thus, the significant and unavoidable cumulative impacts related to GHG emissions that would be generated by the Project would be avoided under this alternative.

Land Use and Planning

Under the No Project/No Development Alternative, there would be no change in the existing or planned conditions in the Project site. This alternative would not result in any direct or indirect physical land use impacts. The City of Perris General Plan land use designation for the Project site is PVCC SP – Perris Valley Commerce Center Specific Plan and the PVCCSP land use (zoning) designation for the site is Commercial. The Specific Plan Amendment redesignating the 12.6-acre southern portion of the 17.1-acre parcel from Commercial to Light Industrial would not be required. Although the Project would result in less than significant impacts associated with land use and planning, the No Project/No Development Alternative would result in no impacts.

The No Project/No Development Alternative would not involve any development. Like the proposed Project, it would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with Connect SoCal – the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal 2020). As stated in Section 4.7, *Land Use and Planning*, development of the Project would also not conflict with these regional planning programs.

Noise

The No Project/No Development Alternative would not involve any grading or construction activities. Therefore, noise and vibration effects associated with these construction activities would not occur under

this alternative. The increase in long-term, traffic-related, and operational noise associated with the Project would not occur. Therefore, this alternative would result in no impacts related to noise.

Public Service

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped. There would be no increase in demand for fire or police protection. As stated, no impact to schools, parks or other government facilities would occur with the proposed Project. Accordingly, although the Project would result in less than significant impacts associated with public services, the No Project/No Development Alternative would have no impact related to public services.

Transportation

The No Project/No Development Alternative would not change the existing circulation conditions because no new development would occur in the Project site and the circulation improvements proposed along Ramona Expressway would not be implemented. No long-term (operational) vehicular trips would be generated under the No Project/No Development Alternative. The Project would have less than significant impacts related to consistency with plans and programs addressing circulation, vehicle miles traveled (VMT), potential hazards, and emergency access. Project impacts would be less than significant. No impact would occur with the No Project/No Development Alternative.

Tribal Cultural Resources

The No Project/No Development Alternative would not disturb the Project site. Thus, tribal cultural resources that may be buried beneath the ground surface would not be disturbed. Although with mitigation, Project impacts would be less than significant, no impact would occur with the No Project/No Development alternative.

Conclusion

Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would avoid the significant and unavoidable impacts associated with air and GHG emissions. Additionally, because no development would occur under the No Project/No Development Alternative, less than significant impacts resulting from the Project would also be avoided.

Attainment of Project Objectives

The No Project/No Development Alternative would not involve any development at the Project site. This alternative would not attain any of the Project Objectives identified above in Section 5.1.2, including implementation of the PVCCSP and the City's General Plan goals and policies related to the economic benefits associated with new commercial and industrial development.

5.3.2 ALTERNATIVE 2: REDUCED INTENSITY ALTERNATIVE

Description of the Alternative

The purpose of the Reduced Intensity Alternative is to address the significant and unavoidable impacts of the Project related to NOx and GHG emissions as well as traffic noise, which are primarily associated with vehicle and heavy truck trips. Under this alternative, the Project site would be developed with a new hotel and two restaurant buildings comprising Phases I, II and IV and a new warehouse building with related improvements comprising Phase II. The primary reason for the NOx and GHG emission exceedance are the heavy truck trips associated with operation of the warehouse; although all vehicles contribute to projected air pollutant emissions. The primary reason for the substantial increase in roadway noise is heavy trucks traveling along Dawes Street east of the Project site. Thus, reducing the warehouse square footage and related daily truck trips would reduce daily air pollutant emissions, annual GHG emissions, and traffic noise. Under this alternative, the warehouse building would be reduced by 25 percent to approximately 206,323 square feet or 75 percent of the building size under the proposed Project.

The configuration of the buildings is not relevant to the analysis of potential NOx and GHG emissions related to vehicle trips. This analysis is solely related to the volume of traffic, which correlates to air and GHG emissions as well as noise from passenger vehicle and heavy truck trips. However, for purposes of analysis, it is assumed that the hotel and restaurants would be developed as proposed and the warehouse, while smaller, would have a similar configuration as the Project and other components of the Project related to access, infrastructure, and other amenities. The reduced size of the warehouse building would allow for an increased amount of landscaping within the Phase II development area.

Relevant to this alternatives analysis is the amount of average daily trip (ADT) generation. Applying the trip generation calculations for the Project (as presented in Table 4.14-1, *Trip Generation Summary*, in Section 4.14, *Transportation*), a 25 percent reduction in the warehouse building size would result in a decrease in passenger vehicle trips from 870 ADT to 653 ADT and heavy truck trips from 470 ADT to 353 ADT or an overall reduction from 1,340 ADT associated with the proposed Project to 1,006 ADT with implementation of the Reduced Intensity Alternative.

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the Reduced Intensity Alternative would alter the existing visual condition of the Project site through introduction of development on previously vacant, undeveloped site. The Reduced Intensity Alternative would comply with the Standards and Guidelines set forth in PVCCSP, as described in Section 4.1, *Aesthetics*, including building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. The architectural design of the building would be the same as the Project as identified in Figures 3-5 through 3-8. The shade and shadow effect would be similar to what is shown In Figure 4.1-2 and Figure 4.1-3 for the Project. It is expected that the overall visual appearance under this alternative would be similar to the Project. Development associated with the Reduced Intensity Alternative would comply with requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines, and the Project-level

mitigation measure for construction lighting, the Reduced Intensity Alternative, like the proposed Project, would have less than significant aesthetic impacts.

Air Quality

As with the Project, development of the Reduced Intensity Alternative would result in less than significant impacts related to sensitive receptors including health risk because the total trip generation would be lower than that for the Project. Therefore, localized emissions of diesel particulate matter and toxic air contaminants would be reduced. As with the Project, the Reduced Intensity Alternative would be consistent with PVCCSP and would be consistent with the vehicular trips anticipated in the Air Quality Management Plan (AQMP), thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Reduced Intensity Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, mass daily construction emissions and associated impacts would be less than significant, similar to the Project but the localized emissions generated during the site preparation phase would be less than significant with mitigation.

Operational emissions associated with the warehouse would be reduced by approximately 25 percent consistent with the reduction in building size and trip generation (which is calculated based on building square footage). Daily NOx emissions associated with the warehouse operation would be reduced from approximately 61.9 to approximately 46.4 pounds per day. Total NOx emission generated by the project would be approximately 60.0 pounds per day which would continue to exceed the South Coast AQMD 55 pounds per day threshold of significance for NOx. Therefore, operational emissions and associated impacts under this alternative would continue to be significant and unavoidable.

Biological Resources

The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources as the Project. With implementation of Project-specific mitigation, potential impacts to biological resources would be less than significant with the Reduced Intensity Alternative and the Project.

Cultural Resources

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Reduced Intensity Alternative or the Project. The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-specific measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction and operation compared to the Project because of the overall reduction in the warehouse building size. Therefore, the Reduced Intensity Alternative would have reduced energy impacts relative to the Project; however, impacts would remain less than significant.

Geology and Soils

The Reduced Intensity Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts associated with geotechnical hazards and impacts to unknown paleontological resources as the Project. With incorporation of the applicable Project-specific measures, the Reduced Intensity Alternative would have similar, less than significant impacts as the Project related to geology and soils resources.

Greenhouse Gas Emissions

Implementation of the Reduced Intensity Alternative would result in lower energy demand during construction compared to the Project because of the reduction in building size. This alternative would also result in reduced emissions from all operational GHG sources because the emissions from each source would vary in direct proportion to the building size. Total operational warehouse emissions (which include energy, mobile, solid waste, and water consumption sources) for this alternative would be approximately 6,902 metric tons of CO_2e per year (compared to 9,322 metric tons of CO_2e per year with the Project). Total GHG emissions would be 10,660 metric tons of CO_2e per year, assuming that the commercial component is unchanged from the proposed Project. This would continue to exceed the 3,000 metric tons of CO_2e per year significance threshold used in the GHG analysis. GHG impacts would continue to be significant and unavoidable under this threshold with implementation of the Reduced Intensity Alternative.

Land Use and Planning

Like the proposed Project, the Reduced Intensity Alternative would result in development of the industrial component of the project. The Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts with approval of the Specific Plan Amendment redesignating the southern portion of the project site from Commercial to Light Industrial. The development of 206,323 square foot warehouse building at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. Like the proposed Project, the Reduced Intensity Alternative would not divide an established community. Impacts would be the same as the Project relative to land use and planning.

The Reduced Intensity Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with Connect SoCal 2020. Development of the Project would also not conflict with these regional planning programs. Impacts would be the same as the proposed Project.

Noise

Because construction activities would be similar, implementation of the Reduced Intensity Alternative would result in similar noise impacts during construction as the Project. Construction noise impacts could be significant, similar to the Project, and require implementation of mitigation measure MM NOI-1 along with the PVCCSP EIR measures for construction noise. As identified previously, the Reduced Intensity Alternative would generate fewer Project-generated trips than the Project (approximately 353 versus 470 daily heavy truck trips along East Dawes Street, Redlands Avenue and Harley Knox Boulevard). Thus, off-site traffic-related noise levels from trucks would be less than the proposed Project; however, the difference would be less than one decibel. This impact would remain significant and unavoidable. Mitigation measure NOI-2 would be required to reduce the impact to a less than significant level under this Alternative.

Further, the Reduced Intensity Alternative would reduce the truck activity at the building loading docks and within the parking area compared to what would occur with the Project. This would reduce the intensity of on-site operational noise. However, because on-site noise impacts are related to truck parking along the eastern site boundary, impacts are likely to remain under this alternative. This would require implementation of mitigation measures MM NOI-3 and MM NOI-4 like the Project.

Public Service

Under the Reduced Intensity Alternative, the warehouse building would be reduced by 25 percent. This would result in a corresponding reduction in demands placed on public services, including fire protection and law enforcement services. However, as with the Project, impacts would be less than significant. Overall, impacts associated with public services under the Reduced Intensity Alternative would be less than significant, but slightly reduced compared to the Project.

Transportation

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements along Ramona Expressway required to serve the Project. The Reduced Intensity Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, these impacts under this alternative would remain less than significant.

Construction and operation-related warehouse vehicle and truck trips would be reduced by approximately 25 percent with implementation of the Reduced Intensity Alternative. This would result in a corresponding decrease in overall VMT. However, like the proposed Project, the Reduced Intensity Alternative would be developed within a Transit Priority Area; and thus, would result in a less than significant VMT impact.

Tribal Cultural Resources

The Reduced Intensity Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Project, should unknown

resources be disturbed during construction. With incorporation of the Project-specific mitigation measures, like the proposed Project, the Reduced Intensity Alternative would have less than significant impacts to tribal cultural resources.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the 25 percent reduction in warehouse building size with the Reduced Intensity Alternative, there would be a related 25 percent reduction in average daily trip generation, including truck trips. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would be reduced but would continue to be significant and unavoidable. The reduction in heavy truck trips by 25 percent would have a negligible effect on traffic-related noise impacts at the camp sites located along the southern boundary of the Camper Resorts of America facility. This impact would remain significant and unavoidable. For all other topical areas, similar or reduced impacts would occur with the Reduced Intensity in comparison to the Project.

Attainment of Project Objectives

The following addresses whether the Reduced Intensity Alternative would be able to attain the Project Objectives.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses. *The Reduced Intensity Alternative would attain this objective.*
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development. *The Reduced Intensity Alternative would attain this objective.*
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris. *The Reduced Intensity Alternative would attain this objective.*
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing uses. *The Reduced Intensity Alternative would attain this objective.*
5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods. *The Reduced Intensity Alternative would attain this objective.*
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate fewer jobs than the proposed Project.*

7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate less tax revenue than the proposed Project.*
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *The Reduced Intensity Alternative would attain this objective.*
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *The Reduced Intensity Alternative would attain this objective*
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *The Reduced Intensity Alternative would attain this objective; however, the smaller warehouse would generate fewer jobs than the proposed Project.*

5.3.3 ALTERNATIVE 3: COMMERCIAL ALTERNATIVE

Description of the Alternative

The purpose of the Commercial Alternative is to address the significant and unavoidable impacts of the Project related to NOx and GHG emissions as well as noise, which are primarily associated with vehicle and heavy truck trips. Buildings comprising Phase I would be a new hotel and two restaurants. These uses would be allowed under the current PVCCSP Commercial land use designation; and thus, would remain as part of the Commercial Alternative. To avoid the need for a Specific Plan Amendment changing the land use designation for the southern portion of the parcel from Commercial to Light Industrial to accommodate the proposed warehouse, the Commercial Alternative assumes development of a 175,000-square-foot retail superstore, which is the approximate size of a typical retail store of this type.
within the Phase II development area.

The configuration of the buildings is not relevant to the analysis of potential air quality, GHG emissions and noise impacts. These analyses are related to the volume of traffic, which correlates to air and GHG emissions as well as noise generated by passenger vehicle and heavy truck trips. However, for the purpose of this analysis, it is assumed that the hotel and restaurants (Phase I) would be developed as proposed and the retail building would be developed in a similar configuration as the Project and other components of the Project related to access, landscaping, infrastructure, and other amenities required per the PVCCSP Commercial design guidelines.

Relevant to this alternatives analysis is the average daily trip (ADT) generation. The ITE trip generation rate for retail superstores in CalEEMod was used to estimate the ADT and related air and GHG emissions. The Commercial Alternative would result in a net reduction in daily truck trips; however, the ADT would be higher compared to the Project. As stated, the proposed Project would generate approximately 870 passenger vehicle trips and 470 heavy truck trips, or a total of 1,340 ADT. The Commercial Alternative would generate approximately 8,873 ADT during the weekday and a weekly high of 11,189 on Saturday.

Comparative Analysis of Environmental Impacts

Aesthetics

Similar to the Project, development of the Commercial Alternative would alter the existing visual condition of the Project site through introduction of development on previously vacant, undeveloped site. The Commercial Alternative would comply with the Standards and Guidelines set forth in PVCCSP, as described in Section 4.1, *Aesthetics*, including building orientation, screening, architecture, lighting, signage, walls/fences, and landscaping. The architectural design of the building would be similar to the proposed hotel and restaurant buildings as identified in Figures 3-5 and 3-6. It is expected that the overall visual appearance under this alternative would be similar to the Project. Development associated with the Commercial Alternative would comply with requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines, and the Project-level mitigation measure for construction lighting, the Commercial Alternative, like the proposed Project, would have less than significant aesthetic impacts.

Air Quality

Development of the Commercial Alternative would result in higher daily emissions in comparison to the proposed Project with the exception of NOx. The Commercial Alternative would be consistent with the PVCCSP and would be consistent with the vehicular trips anticipated in the AQMP, thereby resulting in a less than significant impact related to consistency with the AQMP.

Implementation of the Commercial Alternative would have the same construction impact area as the Project, and the construction assumptions with respect to the intensity of construction would be similar. Therefore, construction emissions and associated impacts would be less than significant, similar to the Project.

Table 5.0-1 shows proposed Project warehouse only emissions and Commercial Alternative emissions for comparison. Phase I emissions are added to both to show Project totals with the warehouse and Alternative 3 totals with Phase I included. With operation of the Commercial Alternative, NOx emissions would be lower; however, it would continue to exceed the NOx threshold of significance. Operation of the Commercial Alternative would cause an exceedance of the VOC threshold of significance. Thus, Air Quality impacts associated with the Commercial Alternative would be greater than the proposed Project.

Biological Resources

The Commercial Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same temporary and/or permanent impacts to biological resources as the Project. With implementation of Project-specific mitigation, potential impacts to biological resources would be less than significant with the Commercial Alternative and the Project.

Cultural Resources

There are no historic or known archeological resources in the Project site. Therefore, no impact to historic or known archeological resources would occur with implementation of the Commercial Alternative or the Project. The Commercial Alternative would involve the same construction impact area as the Project.

TABLE 5.0-1
ALTERNATIVE 3 OPERATIONAL EMISSIONS

Operations Phase	Estimated Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Phase I, III and IV Hotel/Restaurants	15.5	13.6	112.0	0.3	22.4	5.9
Retail Superstore	49.6	41.6	398.4	1.0	90.8	23.5
Total Daily Emissions	62.4	55.2	510.4	1.3	113.2	29.4
South Coast AQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No

Therefore, this alternative would result in the same potential impacts to unknown archaeological resources as the Project. With incorporation of the applicable PVCCSP EIR mitigation measures and Project-specific measures, the Commercial Alternative would have similar, less than significant impacts as the Project related to cultural resources.

Energy

Implementation of the Commercial Alternative would result in similar energy demand during construction and operation compared to the Project because of the size of the building would be similar to the warehouse building; however, the increased number of vehicle trips would increase the operational fuel demand. Therefore, the Commercial Alternative would have greater energy demand impacts than the Project; however, impacts would remain less than significant.

Geology and Soils

The Commercial Alternative would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts associated with geotechnical hazards and impacts to unknown paleontological resources as the Project. With incorporation of the applicable Project-specific measures, the Commercial Alternative would have similar, less than significant impacts as the Project related to geology and soils resources.

Greenhouse Gas Emissions

Implementation of the Commercial Alternative would result in less energy demand during construction compared to the Project because of the reduction in building size. However, this alternative would result in increased emissions from all operational GHG sources based on the greater number of vehicle trips, energy consumption, water demand and solid waste generation. Total operational warehouse emissions (which include energy, mobile, solid waste, and water consumption sources) as discussed in *Section 4.7, Greenhouse Gas Emissions,* would be 12,393 metric tons of CO_2e annually. In comparison, operation of the retail superstore component of Alternative 3 would generate approximately 13,540 metric tons of CO_2e emissions with the incorporation of similar mitigation used in the proposed Project analysis. The

addition of Phase I emissions, 3,773 metric tons of CO_2e annually, would increase Alternative 3 emissions to 17,313 metric tons of CO_2e annually. Total emissions would be greater than the proposed Project. Impacts would remain significant and unavoidable.

Land Use and Planning

Unlike the proposed Project, the Commercial Alternative would result in development of a commercial building rather than the warehouse component of the Project. The Project site would be developed in compliance with the relevant Standards and Guidelines outlined in the PVCCSP and would not result in significant land use impacts. A Specific Plan Amendment would not be required. The development of a commercial retail building at the Project site would be consistent with the PVCCSP and relevant goals and policies of the City of Perris General Plan. Like the proposed Project, the Commercial Alternative would not divide an established community. Impacts would be the same as the Project relative to land use and planning.

The Commercial Alternative would not conflict with regional planning programs addressing operations at MARB/IPA, nor would it conflict with SCAG's RTP/SCS or Connect SoCal Plan. Development of the Project would also not conflict with these regional planning programs. Impacts would be the same as the proposed Project.

Noise

Because construction activities would be similar, implementation of the Commercial Alternative would result in similar noise impacts during construction as the Project. With implementation of mitigation measure MM NOI-1, construction noise impacts would be less than significant, similar to the Project. As identified previously, the Commercial Alternative would generate approximately 8,873 ADT. Because of the location and site configuration, many of the retail superstore vehicle trips would be focused on East Dawes Street. Assuming that peak hour traffic is approximately 10% of the ADT numbers, approximately 887 hourly vehicle trips would be added along East Dawes Street. Truck trips generated by the retail building would be confined to truck routes which would include East Dawes Street, Redlands Avenue and Harley Knox Boulevard. It is assumed the hotel and restaurant uses would generate the same number of trips along Ramona Expressway. Off-site traffic-related noise levels from truck trips may be less than the proposed Project; however, the increase in passenger vehicle trips would increase noise levels at sensitive properties located both east and west of the site. Thus, this alternative would generate noise levels similar to the proposed Project along East Dawes Street, both east and west of the site. This could require mitigation similar to mitigation measure MM NOI-2, along the south side of the Park Place Mobile Home Park.

The Commercial Alternative would not have a truck court; thus, noise associated with the loading dock and truck movement would be avoided. However, the retail building would have routine truck deliveries and some noise would be generated by loading dock activity though likely less than the proposed Project. Further, overnight truck parking is unlikely to occur on the site. This could be mitigated with the use of screening walls, as well as idling and parking restrictions, similar to the proposed Project.

Public Service

Under the Commercial Alternative, it is assumed that similar demands would be placed on public services, including fire protection and law enforcement services. However, like the Project, impacts would be less than significant. Overall, impacts associated with public services under the Commercial Alternative would be less than significant.

Transportation

As with the Project, this alternative would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements along Ramona Expressway required to serve the Project. The Commercial Alternative and the Project would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, impacts under this alternative would remain less than significant.

As stated, the Commercial Alternative would generate approximately 8,873 ADT which would be over six times the proposed Project ADT. This would result in a corresponding increase in overall VMT. However, like the proposed Project, the Commercial Alternative would be developed in a Transit Priority Area and the commercial use would be considered to be a local serving use; and thus, would result in a less than significant VMT impact.

Tribal Cultural Resources

The Commercial Alternative would involve the same construction impact area. Although there are no known tribal cultural resources within the Project area, this alternative would result in the same potential impacts to tribal cultural resources within the Project area as the Project, should unknown resources be disturbed during construction. With incorporation of the Project-specific mitigation measures, like the proposed Project, the Commercial Alternative would have less than significant impacts to tribal cultural resources.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the difference in use associated with the Commercial Alternative, there would be an increase in daily vehicle trips, air emissions, energy demand, GHG emissions and off-site traffic noise as stated above. Significant and unavoidable impacts associated with cumulatively considerable air and GHG emissions would remain. Off-site traffic noise impacts could be greater than the proposed Project because of the higher traffic volumes. This could be mitigated provided that the Camper Resorts of America and Park Place Mobile Home Park property owners agreed to mitigation. For all other topical areas (i.e., aesthetics, biological resources, cultural resources, geology/soils, land use/planning, public services, transportation and tribal cultural resources), similar or reduced impacts would occur with the Commercial Alternative in comparison to the Project.

Attainment of Project Objectives

The following addresses whether the Commercial Alternative would be able to attain the Project Objectives.

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses. *The Commercial Alternative would attain this objective.*
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial development. *The Commercial Alternative would attain this objective.*
3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris. *The proposed hotel and restaurants would be constructed as part of the Commercial Alternative. Thus, this alternative would attain this objective.*
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new commercial retail building adjacent to the proposed hotel and restaurant uses that is complementary to existing uses. *The Commercial Alternative would attain this objective.*
5. Develop new commercial uses that meet current industry standards, can accommodate a variety of tenants and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods. *The Commercial Alternative would attain this objective.*
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment. *The Commercial Alternative would attain this objective and may provide more jobs than the proposed Project.*
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to increased property taxes. Similar to the proposed Project, t*he Commercial Alternative would attain this objective.*
8. Provide commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *The Commercial Alternative would attain this objective.*
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *The Commercial Alternative would attain this objective*
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *The Commercial Alternative would attain this objective and may provide more jobs than the proposed Project.*

5.3.4 ALTERNATIVE 4: RETREAT AT LAKE PERRIS

Description of the Alternative

In response to the input provided by the City of Peris Planning Commission and City Council, the Project Applicant has developed Alternative 4 – Retreat at Lake Perris. This alternative would retain the two restaurants and 107-room hotel proposed on the northern portion of the Project site. In place of the warehouse, this alternative would develop the 12.6-acre southern portion of the Project site with a 204-unit apartment complex in two buildings with 406 parking spaces and a self-storage facility that provides 1,079 storage units totaling 181,000 square feet in six buildings, 43 RV storage/parking spaces (and approximately 12 visitor vehicle parking spaces), and one 2,000-square-foot office/residential building. The development would be accessed via two connecting driveways, one on the north side from Ramona Expressway and another on the south side from East Dawes Street. Thus, residents/customers could access the entire project site from either Ramona Expressway or East Dawes Street. All buildings would be subject to design standards within the PVCCSP for Commercial and Residential uses.

The proposed alternative site plan is shown in Figure 5-1 – Alternative 4 Site Plan. The proposed elevations for the apartment building are shown in Figure 5-2 – Alternative 4 Apartment Building Elevations. The proposed elevations for the self-storage building are shown in Figure 5-3 – Alternative 4 Self-Storage Building Elevations. The following entitlements would be processed for Alternative 4, if selected:

- Specific Plan Amendment SPA 22-05380 – a proposal to 1) rezone 7.13 acres from Commercial (C) Zone to Multi-Family (MR) within the PVCCSP, 2) Amend the PVCCSP development standards table to clarify MR zone floor area ratio (FAR) maximum and increase the MR Zone height from 30 feet to 50 feet, and 3) Amend the PVCCSP land use table to allow self-storage facilities within the Commercial land use designation through approval of a conditional use permit (CUP).

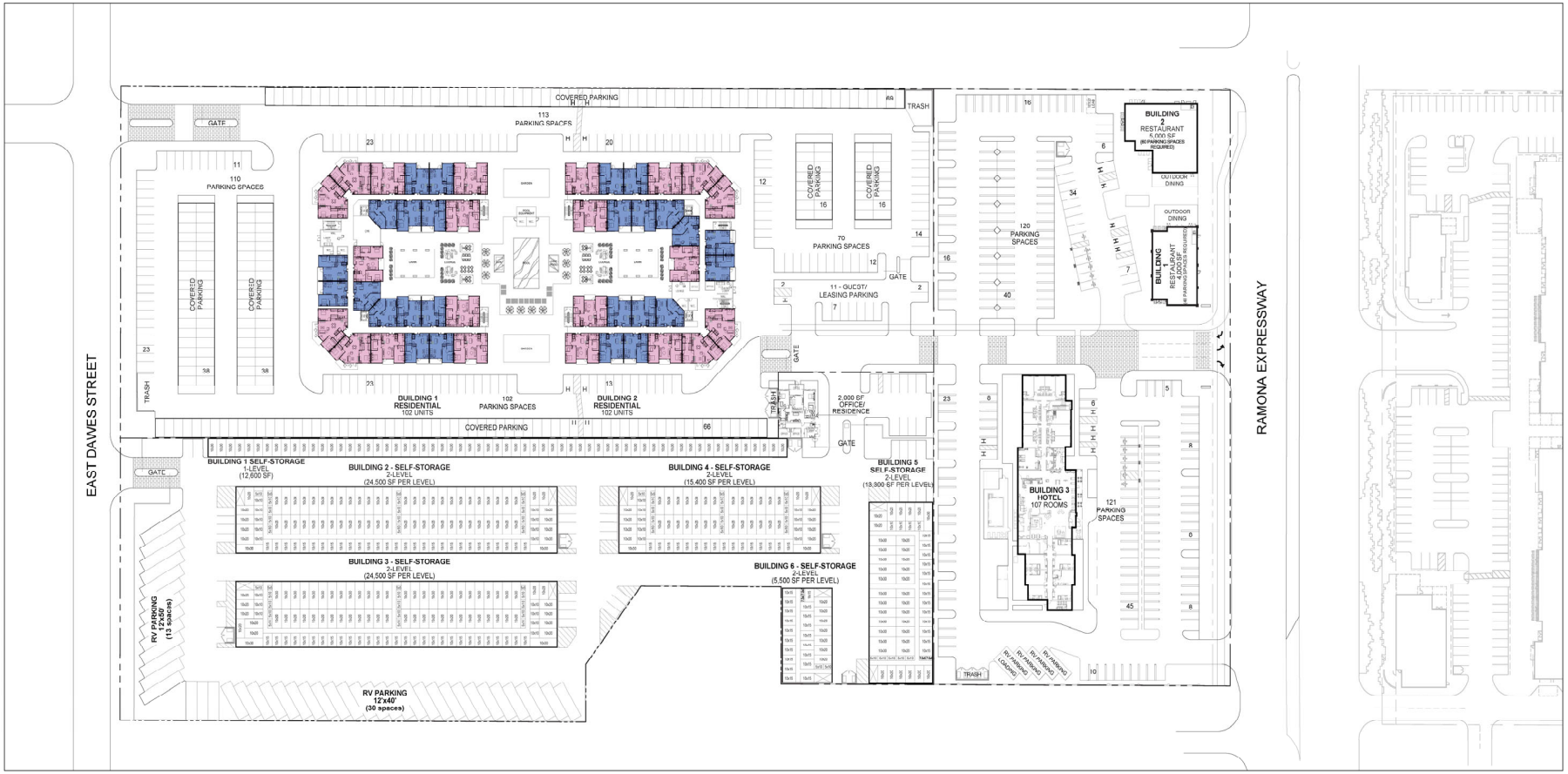
- Tentative Parcel Map 22-05379 (TPM 38730) – a Tentative Parcel Map to consolidate two parcels into five parcels totaling 16.19 acres;

- Conditional Use Permit CUP 25-00004 – A proposal to construct a 181,000-square-foot self-storage facility on 7.13 acres;

- Development Plan Review DPR 22-00037 – Review of site plan and building elevations for a four-story hotel (107 rooms) and two sit-down restaurants (4,000 and 5,000 square feet) on 4.31 acres; and

- Development Plan Review DPR 22-00038 – Review of site plan and building elevations for a 204-unit multi-family residential development on 2.8 acres.

- Variance (not submitted) - to allow a self-storage unit to be built at the 0 lot line rather than 10 feet from the property.



Vicinity Map

Project Summary - Residential

Site Area	± 7.1 Acres
Building Summary	
Residential Buildings (4-level)	204 UNITS

Parking Summary

Requirements. Apartments: One space per unit shall be within a carport or an enclosed garage. (i)Studio unit: 1.5 spaces (ii)One bedroom unit: 1.5 spaces (iii)Two bedroom unit: 2 spaces. Three bedroom unit or more: 2.5 spaces (iv)One guest parking space per five units. (2)Size. a.Uncovered. Each parking space shall have minimum dimension not less than nine feet in width and 19 feet in length. No more than 15 percent of uncovered parking spaces for multi-family development may be compact parking stalls. Each compact parking space shall have minimum dimension not less than eight feet in width and 16 feet in length.b.Carport/garage. Each covered parking space in a garage or carport shall have minimum dimension not less than ten feet in width and 20 feet in length. Minimum size for a one-car garage shall be no less than 250 square feet.

Required	391 spaces required
Provided	406 spaces provided

Project Summary - Storage

Site Area	± 5.5 Acres
Building Summary	
Office / Residence	2,000 SF
Building Type 1 (2-level climate controlled)	±1,016 UNITS 166,400 SF
Building Type 2 (single level)	±63 UNITS 12,600 SF
Total	±1079 UNITS 181,000 SF
12'x40 ' RV Parking	30 SPACES
Building Type 2 (single-level)	13 SPACES
Total	43 SPACES

Project Summary - Retail

Site Area	
Zone - Commercial	4.58 Acres
Building Summary	
Building 1	4,000 sf
Building 2	5,000 sf
Building 3	52,008 sf
Total	61,008 sf

Parking Summary

Requirements:

Restaurant 1 space per 80 SF of dining area	
Hotel 1.1 space per guest room	
Building 1 (restaurant / 2,400 SF indoor dining)	48 spaces
Building 2 (restaurant / 3,000 SF indoor dining)	60 spaces
Hotel (107 rooms, 4-levels)	117 spaces
Required	225 spaces required
Provided	241 spaces provided

Perris Valley Commerce Center Specific Plan
Planning Area 3
Flight Corridor Buffer - Zone D

Owner
Alabbasi Construction & Engineering
764 Ramona Expressway, Suite C
Perris, CA 92751

Architect
SMS Architects
26940 Aliso Viejo Parkway, Suite 120
Aliso Viejo, CA 92656

THE RETREAT AT LAKE PERRIS
Ramona Expressway, Perris, California

SITE PLAN
Ground Level

SCALE: 1"=50'
0 10 25 50 100'
N

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SMS ARCHITECTS

MARCH 19, 2025

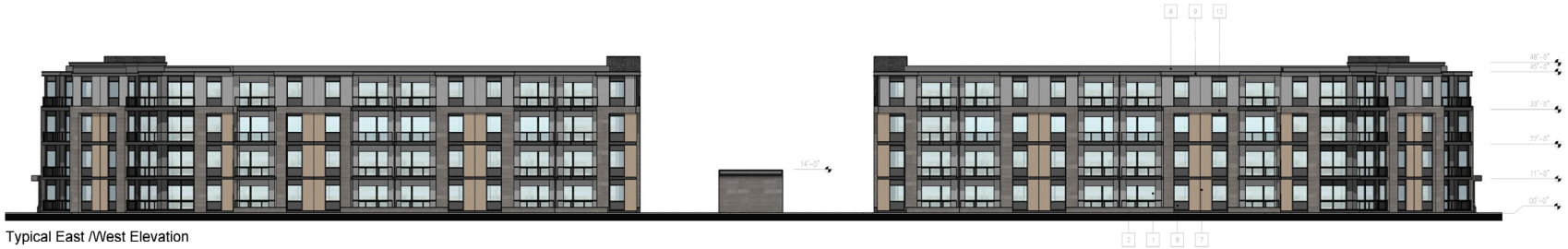
Figure 1—Retreat at Lake Perris Site Plan

COLORS AND MATERIALS

1	Glazing	Milgard
2	Storefront	Anodized Aluminum, Dark Bronze
3	CMU	Orco
4	Brick Veneer	Belden Brick
5	Painted Stucco	Sherwin Williams
6	Fiber Cement Board Siding	James Hardie
7	Corrugated Metal	Atas
8	Metal Panel/Metal Trim	Pure Freeform
9	Metal Awning	Mapes Architectural Canopies
10	BOH Doors/Garage Roll-up Doors	Paint - Sherwin Williams
11	Soffit/Aluminum Simulated Wood	Pure Freeform Simulated Wood Texture
12	Stone Veneer	Colorado Stone

Rendering

Typical North and South Elevation



Typical East /West Elevation

THE RETREAT AT LAKE PERRIS
Ramona Expressway, Perris, California

ELEVATIONS
Residential

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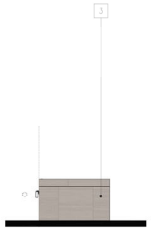
SMS ARCHITECTS

MARCH 19, 2025

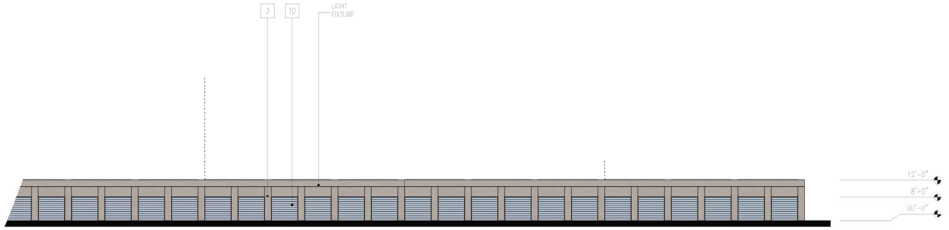
Figure 2—Residential Elevations

COLORS AND MATERIALS

1	Glazing	Milgard
2	Storefront	Anodized Aluminum, Dark Bronze
3	CMU	Orco
4	Brick Veneer	Belden Brick
5	Painted Stucco	Sherwin Williams
6	Fiber Cement Board Siding	James Hardie
7	Corrugated Metal	Atas
8	Metal Panel/Metal Trim	Pure Freeform
9	Metal Awning	Mapes Architectural Canopies
10	BOH Doors/Garage Roll-up Doors	Paint - Sherwin Williams



Typical Single Level Building -Side Elevation



Typical Single Level Building - Front Elevation

Typical Two Level Building - Side Elevation

Typical Two Level Building - Front and Back Elevation

THE RETREAT AT LAKE PERRIS
Ramona Expressway, Perris, California

ELEVATIONS
Self Storage

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SMS ARCHITECTS

MARCH 19, 2025

Figure 3—Self-Storage Elevations

Comparative Analysis of Environmental Impacts

Aesthetics

Aesthetic impacts associated with Alternative 4 would be similar to what is described herein for the proposed Project and Alternatives 2 and 3. The apartment building would be four stories and approximately 10-15 feet shorter than the proposed warehouse building. The self-storage building would be two stories in height. The shade/shadow effect for the Park Place Mobile Home Park would be similar to what is depicted in Figures 4.1-2 and Figure 4.1-3 for the Project. Development associated with Alternative 4 would comply with requirements set forth in the PVCCSP related to lighting and glare. With incorporation of the applicable PVCCSP Standards and Guidelines, PVCCSP EIR mitigation measures MM Haz 3 and MM Haz 5, and Project-level mitigation measure MM AES-1 for construction lighting, Alternative 4, like the proposed Project, would have less than significant aesthetic impacts.

Air Quality

Under this alternative, emissions associated with construction are expected to be similar to the proposed Project; thus, PVCCSP EIR mitigation measures MM Air 2 through MM Air 9 and Project-level mitigation measures MM AIR-1 and MM AIR-2 would be applicable although mitigation measure MM AIR-2 would be reworded to apply to the residential and self-storage development rather than the warehouse development.

Table 5.0-2 below shows the operational impacts generated by the proposed Project and Alternative 4. As shown, emissions generated by Alternative 4 would be less than the proposed Project and the applicable South Coast AQMD daily thresholds of significance. The daily emission thresholds of significance would not be exceeded with operation of Alternative 4. Impacts would be less than significant and less than the proposed Project. In addition, this alternative would not generate the potential health risk impacts health risks associated with diesel particulate matter originating from operation of heavy trucks.

PVCCSP EIR mitigation measures MM Air 17, MM Air 19, MM Air 20, and MM Air 21 would be applicable to the operational impacts associated with Alternative 4. While most of the mitigation measures are applicable to the proposed Project and were identified in Section 4.2, *Air Quality*, PVCCSP EIR mitigation measure MM Air 17 is applicable to the multi-family residential use included in this alternative. This mitigation measure is presented below.

MM Air 17: New sensitive land uses such as residential, a hospital, medical offices, day care facilities, and fire stations shall not be located closer than 1,000 feet from any existing or proposed distribution center/warehouse facility which generates a minimum of 100 truck trips per day, or 40 truck trips with TRUs per day, or TRU operations exceeding 300 hours per week, pursuant to the recommendations set forth in the CARB Air Quality and Land Use Handbook. If new sensitive land uses cannot meet this setback, they will be designed and conditioned to include mechanical ventilation systems with fresh air filtration. For operable windows or other sources of ambient air filtration, installation of a central HVAC (heating, ventilation, and air conditioning) system that includes high efficiency filters for particulates (MERV-13 or higher) or other similarly effective systems shall be required.

TABLE 5.0-2
ALTERNATIVE 4 OPERATIONAL EMISSIONS

Operations Phase	Estimated Emissions (pounds/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project						
Hotel and Restaurants	15.5	13.6	112.0	0.3	22.4	5.9
Warehouse and Automobiles	14.0	6.4	67.9	0.2	13.9	3.7
Warehouse Trucks	1.5	55.5	17.2	0.5	17.6	5.4
Total Daily Emissions	31.0	75.5	197.1	1.0	53.9	15.0
South Coast AQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	Yes	Yes	No	No	No	No
Alternative 4						
Hotel and Restaurants	15.5	13.6	112.0	0.3	22.4	5.9
Apartments/Self-Storage	17.3	7.1	68.4	0.1	11.1	3.0
Total Daily Emissions	32.8	20.7	180.4	0.4	33.5	8.9
South Coast AQMD Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

See Appendix K for CalEEMod computer model output for Alternative 4 operational emissions.

Biological Resources

The entire site would be disturbed as a result of implementing Alternative 4. The potential impacts would be the same as described for the proposed Project; thus, Project-specific mitigation measures would be applicable to this alternative. Potential impacts caused by Alternative 4 would be same as described for the proposed Project.

Cultural Resources

Because development of Alternative 4 would disturb the entire Project site, potential impacts to cultural resources would be similar to the proposed Project. Project-specific mitigation measures MM CR-1 and MM CR-2 would reduce potential impacts to less than significant levels.

Energy

During construction, it is assumed that energy demand would be similar to the proposed Project and Alternatives 2 and 3. Annual gasoline demand for the hotel and restaurant development would be approximately 312,852 gallons. Fuel demand for construction of the apartment buildings and self-storage

facility would be approximately 222,209 gallons of gasoline which would be less than the proposed Project. Diesel demand is expected to be nominal as the majority of vehicles accessing the hotel, restaurants, apartment building and self-storage facility would be fueled using gasoline.

During operation, the hotel and restaurant uses would generate demand for approximately 2,789,423 kilowatt hours of electricity and 5,304,384 British Thermal Units of natural gas annually. The apartments and self-storage facility would generate demand for approximately 2,095,381 kilowatt hours of electricity and 5,703,347 British Thermal Units of natural gas.

Alternative 4 fuel demand during operation would be less than the proposed Project. Electricity and natural gas demand would be higher than the proposed Project. Impacts would be minimized with implementation of PVCCSP EIR mitigation measures recommended for criteria air pollutant impacts outlined in Section 4.2, *Air Quality*; specifically, PVCCSP EIR mitigation measures MM Air 4, MM Air 11, MM Air 14, MM Air 19, MM Air 20 and MM Air 21. Like the proposed Project, impacts would be less than significant.

Geology and Soils

Alternative 4 would involve the same construction impact area as the Project. Therefore, this alternative would result in the same potential impacts associated with geotechnical hazards and impacts to unknown paleontological resources as the Project. With incorporation of the applicable Project-specific measures, Alternative 4 would have similar, less than significant impacts as the Project related to geology and soils resources.

Greenhouse Gas Emissions

The proposed apartments and self-storage facility would generate approximately 3,219 metric tons of CO_2e per year (including amortized construction emissions). Combined with the hotel and restaurant emissions, approximately 3,773 metric tons of CO_2e annually, total GHG emissions under Alternative 4 would be approximately 6,668 metric tons of CO_2e per year. This would be lower than the proposed Project (see Table 5.0-3); however, it would be remain higher than the 3,000 metric tons of CO_2e annual threshold of significance. Impacts would remain significant and unavoidable. Project-specific mitigation measures MM GHG-1, MM GHG-2, MM GHG-7, and MM GHG-9 would be applicable to Alternative 4.

Table 5.0-3
Operational GHG Emissions Comparison

GHG Source	Total Annual GHG Emissions ($MTCO_2e$)
Proposed Project	12,935
Alternative 4	6,993
South Coast AQMD Threshold of Significance	3,000
Alternative 4 Exceeds Threshold?	Yes
Alternative 4 greater or less than the proposed Project?	Less

See Appendix K for CalEEMod computer model output for Alternative 4 construction and operational emissions.

Hazards and Hazardous Materials

Operation of the proposed Project and Alternative 4 would involve the use of materials common to all urban development that are labeled hazardous (e.g., solvents and commercial cleansers; petroleum products; and pesticides, fertilizers, and other landscape maintenance materials). The hotel pool would require the use of chlorine which would be stored on-site. If a pool is constructed as part of the apartment development, similar chemicals would be stored and used on-site. The same regulations would apply to this alternative as described in Section IX, *Hazards and Hazardous Materials*, of the Initial Study.

The Project site is located approximately 1.6 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is located within the MARB/IPA Airport Influence Area boundary and the 2018 U.S. Air Force Final Air Installations Compatible Use Zone (AICUZ) Study. The PVCCSP includes an Airport Overlay Zone (AOZ) which defines specific land uses corresponding generally with the boundaries of the 2014 MARB/IPA Airport Land Use Compatibility Plan (ALUCP) and Airport Influence Area (AIA). The Project site is within Airport Overlay Zone D (Flight Corridor Buffer). Prohibited uses are those that are hazards to flight and include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Perris Valley Airport is located approximately 5 miles south of the Project site. According to the ALUCP for Perris Valley Airport, the Project site is not located within the AIA. Alternative 4 would not include any uses that would be hazards to flight.

Like the proposed Project, the Project Applicant would be required to obtain Riverside County Airport Land Use Commission (ALUC) approval of Alternative 4. Like the proposed Project, and with ALUC approval, potential impacts related to hazards and hazardous materials would be less than significant.

Like the proposed Project, PVCCSP EIR mitigation measures MM Haz 2 through MM Haz 6 would be applicable to Alternative 4.

Land Use and Planning

Like the proposed Project and Alternatives 2 and 3, Alternative 4 would result in build out of the site; however, it would not physically divide a community. Alternative 4 would be subject to the same Standards and Guidelines outlined in the PVCCSP for commercial development as well as the applicable residential standards in Section 10.0, *Residential Guidelines*, of the PVCCSP. Approval of Alternative 4 would require approval of Specific Plan Amendment to rezone 7.13 acres from Commercial (C) to Multi-Family (MR) within the PVCCSP, an amendment to the PVCCSP development standards table to clarify MR zone floor area ratio (FAR) maximum and increase the MR zone height from 30 feet to 50 feet, and an amendment to the PVCCSP land use table to allow self-storage facilities within the Commercial zone with approval of a CUP.

Like the proposed Project, Alternative 4 would be consistent with the City of Perris General Plan policies that have been adopted for the purpose of avoiding or mitigating an environmental effect, Connect SoCal 2020, as well as the PVCCSP. While the analysis of the City of Perris General Plan consistency provided in Section 4.8, Land Use and Planning, is applicable to Alternative 4, Table 5.0-4 provides an evaluation of the multi-family use with the applicable General Policies that have been adopted for the purpose of avoiding or mitigating an environmental effect:

TABLE 5.0-4
ALTERNATIVE 4 GENERAL PLAN CONSISTENCY ANALYSIS

Policy	Consistency Evaluation
Land Use Element	
Policy I.A: Promote variety in dwelling types, densities, and locations to satisfy changing demands as the community evolves and matures.	Alternative 4 would require approval of Specific Plan Amendment SPA 22-05380 which would 1) rezone 7.13 acres from Commercial (C) Zone to Multi-Family (MR) within the PVCCSP and 2)) amend the PVCCSP development standards table to clarify MR zone floor area ratio (FAR) maximum and increase the MR Zone height from 30 feet to 50 feet, This approval would add new multi-family units to address the need for housing within the City of Perris. Thus, Alternative 4 would be consistent with Land Use Element Policy I.A.
Noise Element	
Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be use in determining land use compatibility for new development.	According to the Noise Element, noise levels of up to 65 dBA CNEL are acceptable for new multi-family residential uses providing conventional construction with closed windows and fresh air supply systems or air conditioning while noise levels of up to 75 dBA CNEL are acceptable with these same construction parameters. Noise levels of up to 70 dBA CNEL are acceptable for hotels and transient lodging providing conventional construction with closed windows and fresh air supply systems or air conditioning while noise levels of up to 80 dBA CNEL are acceptable with these same construction parameters. The proposed residential, restaurant, and hotel, and office and residential area of the self-storage facility would be built using conventional construction techniques and air conditioning. Therefore, these standards apply to the Alternative 4 uses. The primary sources of noise at the Project site are traffic on Ramona Expressway and aircraft flying into MARB/IPA. According to Appendix G of the Noise Element, the future 70 dBA CNEL noise contour for Ramona Expressway is expected to extend up to 155 feet from the centerline of the roadway. The proposed hotel would be located approximately 200 feet south of the Ramona Expressway centerline. The residential building would be located approximately 400 feet from the centerline. Therefore, these buildings would be exposed to roadway noise levels that do not exceed the applicable Noise Element standards. The Project site is located approximately 1.6 miles south of MARB/IPA and is located within the MARB/IPA Airport Influence Area Boundary The site is subject to the MARB/IPA ALUCP and the 2018 Final Air

TABLE 5.0-4
ALTERNATIVE 4 GENERAL PLAN CONSISTENCY ANALYSIS

Policy	Consistency Evaluation
	Installations Compatible Use Zones (AICUZ) Study for March Air Reserve Base. The Project site is not located beyond the 60 dBA CNEL noise contour shown in Figure 4-2 of the AICUZ Study. Therefore, the Alternative 4 buildings would be exposed to aircraft noise levels that do not exceed the applicable Noise Element standards. Alternative 4 would be consistent with Noise Element Policy I.A.
Policy IV.A: Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher.	The Project site is not located within the 60 dBA CNEL or higher noise contour for operation of either MARB/IPA or Perris Valley Airport. Alternative 4 would be consistent with Noise Element Policy IV.A.
Housing Element	
Policy 1.4: Create plans and programs to maintain or improve the character and quality of existing housing and neighborhoods.	Alternative 4 would provide 204 new multi-family units designed and constructed consistent with applicable codes, including the PVCCSP Residential Design Guidelines. Alternative 4 would be consistent with Housing Element Policy 1.4.
Policy 6.1: Comply with all adopted federal and state actions to promote energy conservation.	Alternative 4, like the proposed Project, would be designed with applicable elements of the California Energy Code Title 24, California Green Building Code as well as local standards within the Perris Municipal Code designed to promote energy conservation. Alternative 4 would be consistent with Housing Element Policy 6.1.
Open Space Element	
Policy I.B: Developers will only receive credit for parkland dedication requirements for actual land used for, in lieu-fees contributed to, or improvements made upon active parkland.	The Project applicant would be required to construct recreational improvements as part of the multi-family area as well as pay in lieu fees for the increased demand for recreational resources created by development of the 204 new residential units. Alternative 4 would be consistent with Open Space Element Policy I.B.
Environmental Justice Element	
Goal 3.1 Policy: Continue to ensure new development is compatible with the surrounding uses by co-locating compatible uses and using physical barriers, geographic features, roadways or other infrastructure to separate less compatible uses. When this is not possible, impacts may be mitigated using: noise barriers, building insulation, sound buffers, traffic diversion.	Alternative 4 would provide 204 new apartment units on a portion of the Project site. The units would be located between the Park Place Mobile Home Park to the west and the proposed self-storage facility to the east. The Camper Resorts of America property is located adjacent to and east of the self-storage facility. The uses proposed would be compatible with adjacent uses and the proposed hotel and restaurant uses to the north. Alternative 4 would be consistent with this Environmental Justice Element policy.
Goal 3.1 Policy: Continue to ensure developers provide plantings of native, non-invasive, drought tolerant	Alternative 4 would provide landscaping consistent with Section 6.0 of the PVCCSP, Landscape Standards and Guidelines. These include on- and off-site landscape

TABLE 5.0-4
ALTERNATIVE 4 GENERAL PLAN CONSISTENCY ANALYSIS

Policy	Consistency Evaluation
landscaping and trees for new affordable housing development.	general requirements, planting guidelines, and irrigation and water conservation. In particular, landscaping requirements are provided for building perimeters, at street entries, in parking areas, along screen walls and as part of streetscapes. Alternative 4 would be consistent with this Environmental Justice Element policy.
Goal 3.1 Policy: Encourage smoke-free/vape-free workplaces, multi-family housing, parks, and other outdoor gathering places to reduce exposure to second-hand smoke.	Prior to approval of the multi-family component site plan, the City and applicant can determine whether smoking/vaping would be allowed on-site and if so, designate areas where these activities could occur to reduce resident exposure to second hand smoke.
Goal 3.2 Policy: Discourage development of sensitive land uses, including schools, hospitals, homes, and elder and childcare facilities, in close proximity to air pollution sources that pose health risks (e.g., freeways, airports, flood zones, and pollutant industrial sites).	The Alternative 4 apartments would be considered sensitive uses. However, the Project site is not located in close proximity to the identified air pollution sources that pose a health risk. Alternative 4 would be consistent with this Environmental Justice Element policy.

Noise

Like the proposed Project, development of Alternative 4 could cause significant temporary noise impacts during construction. Implementation of PVCCSP EIR mitigation measures MM Noise 1 through MM Noise 4 and Project-specific mitigation measure MM NOI-1 would reduce potential impacts associated with construction noise.

Alternative 4 would generate a total of 2,995 new daily vehicle trips, including the hotel and restaurant uses. The proposed Project would generate 2,678 new average daily trips, which would be 317 fewer trips than Alternative 4. However, Alternative 4 would eliminate the heavy truck trips along East Dawes Street generated by the proposed Project.

Neither the apartment buildings or self-storage facility would require heavy truck movement and on-site heavy truck parking. Estimated peak hour traffic generated by Alternative 4 was modeled to estimate noise levels at the receivers located along East Dawes Street. These were referenced in the *Distribution Park Commercial and Industrial Project Noise Report* (Birdseye Planning Group, LLC April 2024) as Receivers 3 and 4 and defined as the manufactured home located at the northwest corner of East Dawes Street and Painted Canyon Street (southeast corner of Park Place Mobile Home Park west of the site) (Receiver 3) and camping sites located adjacent to and north of East Dawes Street in the Campers Resorts of America facility east of the site (Receiver 4). With the distribution of peak hour traffic on East Dawes Street, noise levels at Receiver 3 would be 64.9 dBA Ldn/CNEL and 64.2 dBA at Receiver 4. Alternative 4 noise levels at Receiver 3 would be 2.1 dBA higher than existing conditions and approximately 1.9 dBA higher than the proposed Project. Alternative 4 noise levels at Receiver 4 would be 1.9 dBA higher than existing conditions and 2.8 dBA lower than the proposed Project. Noise levels at both receivers would be less than the 65 dBA standard; thus, eliminating the significant impact at Receiver 4 generated by the proposed Project. Noise calculations are provided in Appendix L. Project-specific

mitigation measure MM NOI-2 would not be required. Alternative 4 would not generate nighttime noise levels in excess of the City of Perris standards; thus, Project-specific mitigation measures MM NOI-3 and MM NOI-4 would not be required to address nighttime operational noise. Noise impacts would be less than the proposed Project. However, PVCCSP EIR mitigation measure MM Noise 5 would be applicable to Alternative 4. This mitigation measure is listed below.

MM Noise 5 New sensitive land uses, including residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, education facilities, and libraries, to be located within the PVCCSP shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 60 dBA (65 dBA is conditionally acceptable) in outdoor living areas and an interior standard of 45 dBA in all habitable rooms. Specifically, special consideration shall be given to land uses abutting Ramona Expressway from Redlands Avenue to Evans Road and from Evans Road to Bradley Road; Rider Street from Evans Road to Bradley Road; Placentia Avenue from Perris Boulevard to Redlands Avenue, from Redlands Avenue to Wilson Avenue, from Wilson Avenue to Murrieta Road, and from Murrieta Road to Evans Road. Perris Boulevard from Orange Avenue to Placentia Avenue and from San Michele Road to Krameria Avenue; and Redlands Avenue from Nuevo Road to Citrus Avenue, from Citrus Avenue to Orange Avenue and from Orange Avenue to Placentia Avenue.

Population and Housing

Unlike the proposed Project, Alternative 4 would add population and housing within the City of Perris. Based on population estimates in CalEEMod 2022.1, the apartment component would add approximately 659 new residents assuming 3.23 residents per unit. The City of Perris 2021-2029 Housing Element states that the City's population was 80,201 residents in 2020 and projects it will reach 84,881 residents by 2030; an increase of 4,680. The 659 residents housed within the apartment component of Alternative 4 would be approximately 14 percent of the total projected growth. The alternative would be consistent with the Housing Element growth projections; and thus, would not induce substantial unplanned growth nor would it displace any existing residents by removing housing. Potential impacts would be less than significant.

Public Services

Implementation of Alternative 4 would increase demand for public services primarily with the addition of 204 multi-family residential units. Like the proposed Project, impacts to fire protection, prevention, emergency medical services and law enforcement would be less than significant with the payment of applicable Development Impact Fees. The project site is located within the Val Verde Unified School District. According to the Residential and CID Development School Fee Justification Study (March 2024), the district-wide student generation rate is 0.2196 students per multi-family dwelling unit. The 204-unit apartment project could generate approximately 45 new students. Assembly Bill 2926 was enacted by the State of California in 1986. AB 2926 authorizes school districts to levy School Fees on new residential and commercial/industrial developments to pay for school facilities. With payment of school fee, like the proposed Project, impacts to school services from implementation of Alternative 4 would be less than significant.

While recreational resources would likely be constructed as part of the apartment development, implementation of Alternative 4 would increase the demand on City of Perris park resources. Morgan

Park is the closest public park. It is located approximately ½ mile southeast of the Project site at 600 East Morgan Street. The Perris Branch Library is located approximately 3.5 miles southwest of the Project site at 163 East San Jacinto Avenue. The addition of 659 new residents would increase demand for public services; however, payment of Development Impact Fees would ensure that potential impacts are less than significant.

Recreation

As stated above, while recreational resources would likely be constructed as part of the apartment development, implementation of Alternative 4 would increase the demand on City of Perris park resources. Morgan Park is the closest public park. It is located approximately ½ mile southeast of the site at 600 East Morgan Street. While Alternative 4 may increase demand for existing neighborhood and regional parks or other recreational facilities, substantial physical deterioration of the facilities are not anticipated. Any recreational facilities constructed as part of Alternative 4 would be constructed during construction of the apartment buildings. Alternative 4 would not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Transportation

Like the proposed Project, Alternative 4 would incorporate applicable PVCCSP Standards and Guidelines related to transportation and circulation, including construction of adjacent roadways and access improvements along Ramona Expressway required to serve the Project. Conditioned transportation improvements associated with the proposed Project warehouse would not be required. Specific improvements, if any, for Alternative 4, would be designed and implemented consistent with City of Perris standards. Development of Alternative 4 would not conflict with applicable programs, plans, ordinances or policies addressing the circulation system; would not create hazards through design; and, would not result in inadequate emergency access. As with the Project, these impacts under this alternative would remain less than significant.

Trip generation under Alternative 4 for the hotel and restaurant component would be same as the proposed Project (1,579 ADT). Construction and operation of 204 multi-family units and the proposed self-storage facility would generate approximately 1,416 new average daily trips as calculated in Appendix C to this analysis. Of the total, 86 would occur during the A.M. peak hour and 109 would occur during the P.M. peak hour. The total trip generation for this alternative would be approximately 2,995 ADT. As stated, the proposed Project would generate 2,678 ADT, or 317 fewer trips than Alternative 4. While the overall number of daily trips would be greater than the proposed Project, heavy truck trips would be eliminated with the exception of periodic delivery and/or moving trucks accessing the hotel/restaurants, apartment buildings and self-storage facility. Like the proposed Project, Alternative 4 would be developed within a Transit Priority Area; thus, VMT impacts would be less than significant. The same PVCCSP EIR mitigation measures applicable to the proposed Project would be applicable to Alternative 4.

Tribal Cultural Resources

Like the proposed Project, implementation of Alternative 4 could impact unknown tribal cultural resources during excavation. Implementation of Project-specific mitigation measures MM CR-1 and MM CR-2 would reduce potential impacts to less than significant levels.

Utilities and Service Systems

Like the proposed Project, water and sewer conveyance service would be provided by the Eastern Municipal Water District (EMWD). Alternative 4 would likely connect to an existing 10-inch sewer line in East Dawes Street. An 8-inch sewer line would be extended from Painted Canyon Road east along Ramona Expressway to serve the hotel and restaurant uses. Existing 12-inch water lines would be extended within East Dawes Street and Ramona Expressway east from the Painted Canyon Road intersection. As stated in Section XIX, *Utilities and Service Systems*, in the Initial Study, with the exception of the water and sewer line extensions, the Project would not require relocation or construction of new or expanded water, or wastewater treatment or storm water drainage, natural gas, or telecommunications facilities or expansion of existing facilities.

Wastewater within the PVCC area is collected and conveyed to one of two treatment plants operated by the EMWD. The Perris Valley Regional Water Reclamation Facility is the largest of the four treatment plants operated by the EMWD and has a daily treatment capacity of 22 million gallons per day with a build out capacity of 100 million gallons per day. Currently, the facility treats approximately 13.8 million gallons per day. Assuming wastewater is approximately 60% of potable indoor water demand, the Project would generate approximately 17,523 gallons per day. This is 0.001% of the daily treatment capacity of the Perris Valley Regional Water Reclamation Facility.

CalEEMod 2022.1estimates the hotel and restaurants would use approximately 4.0 million gallons (12.2-acre feet) of water annually (10,934 gallons per day) (assuming a reduction of 20% over business as usual). The PVCCSP EIR, Section 4.11 (Table 4.11-D), shows the estimated commercial and industrial water demand would be approximately 2,194 acre-feet annually. The apartments are estimated to use approximately 6,668,967 million gallons (20.4 acre-feet) annually (18,271 gallons daily). Water demand for the self-storage facility (including the one on-site residence and office) would be negligible. The PVCCSP EIR, Section 4.11 (Table 4.11-D), shows the estimated multifamily water demand would be approximately 263.5 acre-feet annually. The commercial component of Alternative 4 would use approximately 0.05 percent of anticipated PVCCSP water demand for commercial and industrial uses and 0.7 percent of the anticipated water demand for multifamily uses.

As stated in Section XIX, *Utilities and Service Systems*, in the Initial Study, the proposed Project, would not exceed projected water/sewer demand for the service area or necessitate expanding existing entitlements. Like the proposed Project, Alternative 4 would not exceed projected PVCCSP water demand.

CalEEMod 2022.1 estimates Alternative 4 would generate approximately 32 tons of solid annually (175 pounds daily) with operation of the hotel and restaurants. The apartments would generate approximately 37.7 tons annually (207 pounds daily). Solid waste generated by the self-storage facility would be negligible. These estimates assume 75% is recycled as required by the California Integrated Waste Management Act of 1989. Assuming that the El Sobrante Landfill receives the waste, this would increase the total volumes going to landfill daily by less than 1 percent.

The amount of solid waste produced as a result of Alternative 4 would be negligible compared to the capacity available at the two primary landfills. Compliance with County of Riverside waste reduction programs and policies would reduce the volume of solid waste entering landfills. Individual development projects would be required to comply with applicable state and local regulations; thus, reducing the

amount of landfill waste by at least 75 percent. Therefore, because there would be adequate landfill capacity in the region to accommodate waste generated on-site, and because implementation of Alternative 4 is not expected to generate a substantial quantity of solid waste, like the proposed Project, the Alternative 4 impact would be less than significant.

The Project Applicant and project contractor would comply with all local, state, and federal requirements for integrated waste management (e.g., recycling, green waste) and solid waste disposal as required by the CIWMA of 1989, AB 341 and AB 1896. Specifically, AB 1896 requires that businesses and multifamily residential developments of five or more units divert organic waste. This is defined as compostable paper, food waste and landscape trimmings. Thus, recycling infrastructure will be required for organic (AB 1896) and non-organic (AB 341) waste and would help ensure that at least 75% of the solid waste generated by the project is recycled. CR&R is the franchise hauler for the City of Perris and is responsible for providing collection cans, collecting the solid waste material, providing recycling services and disposing of the solid waste in a landfill. Per the franchise agreement with the City of Perris, it is presumed that CR&R Environmental Services would follow all applicable federal, state, and local management and reduction statutes and regulations related to solid waste. Like the proposed Project and Alternatives 2 and 3, a less than significant impact would occur with implementation of Alternative 4.

Conclusions

Avoid or Substantially Lessen the Significant Impacts of the Project

Due to the difference in uses associated with Alternative 4, there would be a reduction in daily heavy truck trips and related air, greenhouse gas and noise emissions. While the daily trips would increase relative to the proposed Project, air emissions and traffic generated noise would be reduced to less than significant. Significant and unavoidable impacts associated with cumulatively considerable GHG emissions would remain. For all other topical areas (i.e., aesthetics, biological resources, cultural resources, geology/soils, land use/planning, public services, transportation and tribal cultural resources), similar or reduced impacts would occur with Alternative 4 in comparison to the proposed Project.

Attainment of Project Objectives

The following addresses whether Alternative 4 would attain the Project Objectives:

1. Implement the Perris Valley Commerce Center Specific Plan through development of land uses allowed by the Commercial and Light Industrial land use designations consistent with the Standards and Guidelines relevant to the Project site and proposed uses. *Alternative 4 would attain this objective. Like the proposed Project, a Specific Plan Amendment would be required. For Alternative 4, the Specific Plan Amendment would change the land use designation for the proposed residential parcel to multifamily residential to accommodate the proposed apartment development.*
2. Implement City of Perris General Plan policies and objectives relevant to the Project site and proposed commercial and light industrial development. *Alternative 4 would attain this objective with respect to applicable policies and objectives pertaining to commercial and residential uses. No light industrial development is proposed as part of Alternative 4.*

3. Provide a new hotel and two sit-down restaurants to diversify lodging and dining opportunities within the City of Perris. *Alternative 4 would attain this objective.*
4. Expand economic development and facilitate job creation in the City of Perris by establishing a new warehouse building and commercial uses adjacent to and complementary to existing uses. *Alternative 4 would not construct and operate a warehouse; thus, it would create fewer jobs than the proposed Project. However, it would provide 204 new multifamily residential units which would add to the existing housing supply proximal to complementary uses.*
5. Develop a new warehouse and commercial uses that meet current industry standards, can accommodate a variety of users and are economically competitive with similar uses in the local area and region. This is intended to help the City of Perris compete economically both domestically and internationally through the efficient and cost-effective movement of goods. *Alternative 4 would retain the proposed hotel and restaurant uses and provide a new self-storage facility, also a commercial use. Alternative 4 would not provide a new warehouse; however, the commercial uses and proposed multifamily residences would provide housing benefits that could not be achieved with the warehouse component.*
6. Attract new businesses to the City of Perris; thus, providing a more equal jobs-housing balance in the Riverside County/Inland Empire. This will reduce the need for local workers to commute outside the area for employment. *Alternative 4 would attain this objective though not the extent associated with a warehouse. Alternative 4 would help address the deficiency in housing units in the City of Perris and region.*
7. Provide new development that will generate tax revenue for the City of Perris including, but not limited to, increased property taxes. *Alternative 4 would achieve this objective; however, the multifamily units and self-storage facility may generate less tax revenue than the proposed Project warehouse.*
8. Provide warehousing and commercial uses that take advantage of the City's proximity to freeways and transportation corridors to reduce traffic congestion on local surface streets and related mobile source air emissions. *Alternative 4 would retain the proposed hotel and restaurants along Ramona Expressway. The multifamily residences would be located proximal to the regional transportation system which would reduce commuter traffic on local surface streets. Alternative 4 would achieve this objective.*
9. Accommodate new development in a phased, orderly manner that is coordinated with the provision of necessary infrastructure and public improvements. *Alternative 4 would achieve this objective.*
10. Assist the SCAG region in achieving jobs/housing balance region-wide by providing additional job opportunities in a housing rich area of the Inland Empire. *Alternative 4 would provide new jobs and housing. Alternative 4 would attain this objective, though it would generate fewer jobs than the proposed Project.*

5.4 COMPARISON OF PROJECT ALTERNATIVES

Based on the preceding analysis, Table 5.0-2, *Comparison of Alternatives to the Project*, compares the impacts of the alternatives with those of the Project. This table identifies whether the alternative results in: (1) a reduction of the impact; (2) a greater impact than the Project; or (3) a similar impact as the

Project. The impact of the respective alternatives is identified followed parenthetically by the comparison to the impact of the Project.

5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the State CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction or operational activities on the site. There would be no impacts related to air quality, greenhouse gas emissions, or noise. While this alternative would avoid the significant effects of the Project, it would not be consistent with the General Plan, zoning, or PVCCSP. Further, none of the Project objectives would be met.

With regard to the remaining development alternatives, Alternative 4 is environmentally superior to the Project. As shown in Table 5.0-5, Alternative 4 would result in development of a new 204-unit apartment complex and self-storage facility as a replacement for the proposed warehouse. With Alternative 4, the heavy truck trips associated with the warehouse would be eliminated. While daily trips generated by Alternative 4 would be greater than the proposed Project, daily air emissions and traffic-related noise impacts would be less than significant. Greenhouse Gas emissions would be less than the proposed Project with Alternative 4; however, like the proposed Project, GHG impacts would remain significant and unavoidable. Like the proposed Project, localized construction emissions could be mitigated to a less than significant level. Further, construction noise impacts would be similar to the proposed Project; however, on-site operational noise would be less. For the other impact categories, the level of impact would be similar to the Project. Like the proposed Project, Alternative 4 would attain the Project objectives, but not to the same extent as the proposed Project as there would be less employment generated and less economic benefit to the City.

Table 5.0-5
Comparison of Alternatives to the Project

Impact Area	Project	No Project/No Development (Alternative 1)	Reduced Intensity (Alternative 2)	Commercial (Alternative 3)	Alternative 4 Retreat at Lake Perris
Aesthetics	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
Air Quality					
- Construction	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
- Operation	SU	No Impact (less)	SU (less)	SU (greater)	LS (less)
Biological Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
Cultural Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
Energy	LS	No Impact (less)	LS (less)	LS (greater)	LS (similar)
Greenhouse Gas Emissions (Cumulative)	SU	No Impact (less)	SU (less)	SU (greater)	SU (less)
Geology Soilsd	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
Land Use and Planning	LS	No Impact (less)	LS (similar)	LS (similar)	LS (similar)
Noise					
- Construction	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)
- On-site Operations	LSM	No Impact (less)	LSM (less)	LSM (similar)	LS (less)
- Off-site Traffic-Related	LSM	No Impact (less)	LSM (less)	LSM (greater)	LS (less)
Transportation	LS	No Impact (less)	LS (similar)	LS (less)	LS (greater)
Tribal Cultural Resources	LSM	No Impact (less)	LSM (similar)	LSM (similar)	LSM (similar)

Notes:
LS: Less Than Significant; LSM: Less Than Significant with Mitigation; SU: Significant and Unavoidable

5.6 REFERENCES

City of Perris, 2005. *Perris Comprehensive General Plan 2030.* Approved April 26, 2005. Available at: http://www.cityofperris.org/city-hall/general-plan/General_Plan_2030.pdf

City of Perris. 2013. *General Plan Land Use Map*. Web. Accessed: July 30, 2019. Available: http://www.cityofperris.org/city-hall/specific-plans/PVCC/PVCC-DEIR%2007-20-11.pdf