3. Revisions to the Draft EIR

3.1 INTRODUCTION

As provided in Section 15088(c) of the CEQA Guidelines, responses to comments may take the form of a revision to a Draft EIR or may be a separate section in the Final EIR. This section complies with the latter option and provides changes to the Draft EIR shown as strikethrough text (i.e., ~~strikethrough~~) signifying deletions and bold double-underlined text (i.e., double-underlined) signifying additions. These changes are meant to provide clarification, corrections, or minor revisions made to the Draft EIR initiated by the Lead Agency, the City of Perris, reviewing agencies, the public, and/or consultants based on their review of the Draft EIR. Text changes are presented in the section and page order in which they appear in the Draft EIR. None of the corrections or additions constitute significant new information or substantial project changes that, in accordance with CEQA Guidelines Section 15088.5, would trigger the need to recirculate portions or all of the Draft EIR.

3.2 CHANGES TO THE DRAFT ENVIRONMENTAL IMPACT REPORT

Section 1.0, *Executive Summary*

Table 1-1 Summary of Impacts

Table 1-1 on page 1-7 to 1-15 has been revised as follows:

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

			site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce particulate emissions. **Mitigation Measure AQ-3:** The Project Applicant/Developer/ Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the Lead Agency and posted on the construction site prior to issuance of a demolition permit. **Mitigation Measure AQ-4:** Project construction plans and specifications shall require that during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the	

			airnow.gov system the day prior by the Project Contractor. **Mitigation Measure AQ-5:** Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled~~, if such equipment is widely available and economically feasible,~~ pursuant to CARB's particulate matter filter requirements. **Mitigation Measure AQ-6:** The Project construction plans and specifications shall require the Project Applicant/Developer/ Contractor provide information on transit and ridesharing programs and services to construction employees. **Mitigation Measure AQ-7:** The Project construction plans and specifications shall require that the Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees. **Mitigation Measure AQ-8: Idling Regulations.** The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3~~5~~ minutes once the vehicle is	

			stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager, South Coast AQMD and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit. **Mitigation Measure AQ-9: Electric Vehicle Charging Stations and Carpool Parking.** The Project plans and specifications for the industrial buildings shall include electric vehicle charging stations and a minimum of 5 percent carpool parking spaces at each building for employees and the public to use. **Mitigation Measure AQ-10: Electric Interior Vehicles.** The Project plans and specifications for all of the industrial buildings shall include infrastructure to support use of electric-powered forklifts and/or other interior vehicles. The requirement that all on-site yard hostlers, yard equipment, forklifts, and pallet jacks shall be zero-emissions equipment, or equivalent language, shall be incorporated in all Project facility lease documents. Prior to issuance of a Certificate of Occupancy, facility owners or tenants shall provide documentation to the City of Perris	

			Planning Division verifying that signed lease documents incorporate the requirement that all on-site yard trucks/hostlers shall be zero-emissions equipment. **Mitigation Measure AQ-11: Transportation Management.** The Project plans and specifications for the industrial buildings shall require that a Transportation Management Association (TMA) or similar mechanism shall be established by the Project to encourage and coordinate carpooling. The TMA shall advertise its services to the building occupants. The TMA shall offer transit incentives to employees and shall provide shuttle service to and from public transit, should a minimum of 5 employees request and use such service from a transit stop at the same drop-off and/or pickup time. The TMA shall distribute public transportation information to its employees. The TMA shall provide electronic message board space for coordination rides. **Mitigation Measure AQ-12:** The City occupancy permitting shall require that all facility-owned and operated fleet equipment with a gross vehicle weight rating greater than 14,000 pounds accessing the site meet or exceed 2014 model-year emissions equivalent engine standards as currently defined in	

			California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Facility operators which own vehicles subject to Section 2025 shall maintain records on-site demonstrating compliance with this requirement and shall make records available for inspection by the local jurisdiction, air district, and state upon request. **Mitigation Measure AQ-13:** The Project plan and specifications shall include that the Project Applicant/Developer shall construct electric truck charging infrastructure within truck parking areas consisting of infrastructure (i.e., conduit) to support future installation of charging stations when such trucks are commercially available, as reasonably determined by the City of Perris Planning Division. Conduit shall be provided proportional to parking spaces at a ratio of conduit for one charging station for every 10 truck parking spaces for all buildings developed within the MBU designation. Additionally, the Project Applicant/Developer shall construct electric light- duty truck charging infrastructure consisting of infrastructure (i.e., conduit) proportional, i.e., conduit for one charging station for every five light-duty truck parking spaces at the Project for all buildings	

			developed within the MBU designation. ~~**Mitigation Measure AQ-14:** The Project plans and specifications shall require that the Project install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the Project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards. The entire roof of the office section of each industrial building shall be designed to support solar installations, generating enough energy to meet 100% of the office's energy needs.~~ **Mitigation Measure AQ-~~15~~ 14:** Prior to the issuance of certificate of occupancy, the ~~City Planning Manager, or designee,~~ Project Applicant/Owner shall ~~ensure~~ provide evidence to the City of Perris Planning Division that all Project lease agreements require facility operators to train managers and employees on efficient scheduling and load management to eliminate unnecessary queuing and idling of trucks. **Mitigation Measure AQ-~~16~~ 15:** Prior to the issuance of certificate of occupancy, the ~~City Planning Manager, or designee,~~ Project	

			Applicant/Owner shall ~~ensure~~ provide evidence to the City of Perris Planning Division that all Project lease agreements require operators to establish and promote a rideshare program that discourages single-occupancy vehicle trips and provides financial incentives for alternate modes of transportation, including carpooling, public transit, and biking. **Mitigation Measure AQ-~~17~~ 16:** Prior to the issuance of certificate of occupancy, the ~~City Planning Manager, or designee,~~ Project Applicant/Owner shall ~~ensure~~ provide evidence to the City of Perris Planning Division that all Project lease agreements require that all landscape equipment used to maintain the landscaping within the Project site shall be electric, and that Project plans support use of electrical landscaping equipment. **Mitigation Measure AQ-~~18~~ 17:** Prior to certificate of occupancy, the Project Applicant shall post signs in English and Spanish at every truck exit driveway providing directional information to the truck route. **Mitigation Measure AQ-~~19~~ 18:** Prior to the issuance of certificate of occupancy, the ~~City Planning Manager, or designee,~~ Project Applicant/Owner shall ~~ensure~~	

			provide evidence to the City of Perris Planning Division that leasing agreements for each industrial building require that every tenant train its staff in charge of keeping vehicle records in diesel technologies and compliance with CARB regulations, by attending CARB- approved courses. Also, if the tenant/facility operator owns its own fleet of vehicles, subject to 13 California Code of Regulations section 2025, require such tenants/facility operators to maintain records on-site demonstrating compliance and make records available for inspection by the local jurisdiction, air district, and state upon request. **Mitigation Measure AQ-~~20~~ 19:** Prior to the issuance of certificate of occupancy, the ~~City Planning Manager, or designee,~~ Project Applicant/Owner shall ~~ensure~~ provide evidence to the City of Perris Planning Division that leasing agreements for each industrial building require that Project Applicant/Developer/ Owner provide tenants with information on incentive programs, such as the Carl Moyer Program and Voucher Incentive Program, to upgrade their fleets, prior to issuance of each certificate of occupancy.	
Impact AQ-2: Would the Project result in a cumulatively considerable net increase of any criteria pollutant		Potentially significant	**Mitigation Measures AQ-1 through AQ-~~20~~ 19**. As listed previously.	Significant and unavoidable

for which the Project region is non-attainment under an applicable federal or State ambient air quality standard?				
Impact AQ-3: Would the Project expose sensitive receptors to substantial pollutant concentrations?		Potentially significant	**Mitigation Measures AQ-8 through AQ-~~20~~ 19.** As listed previously. **Mitigation Measure AQ-~~21~~ 20:** The Project shall incorporate at least one of the following measures, applicable to the Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue: • The Phase 2 parcel located east of Indian Avenue and west of Barrett Avenue shall be developed such that a minimum 1,000-foot setback between building loading docks and the residential development east of Barrett Avenue is incorporated. If the Specific Plan Overlay is not being redeveloped as part of Phase 2 development, a 1,000-foot setback shall be incorporated between building loading docks and Val Verde Elementary School as well. • Diesel-powered trucks shall be restricted from accessing the Phase 2	Less than significant

			parcel located east of Indian Avenue and west of Barrett Avenue. Trucks accessing this parcel shall be electric-, hydrogen-, or natural gas-powered. Once site plans are available for Phase 2, a site specific HRA shall be prepared demonstrating that the Phase 2 development would not exceed South Coast AQMD significance thresholds. If the site-specific HRA determines that the Phase 2 development would not exceed South Coast AQMD significance thresholds, the first two measures of this Mitigation Measure shall not apply.	

Table 1-1 on pages 1-39 through 1-43 has been revised as follows:

5.8 Greenhouse Gas Emissions				
Impact GHG-1: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		Potentially significant	**Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17 and AQ-19 ~~through AQ-20~~**. As listed previously. **Mitigation Measure GHG-1:** The Project plans and specifications shall require that, prior to receipt of occupancy permits, separate recycling bins shall be provided within each commercial/industrial building and large external recycling collection bins shall be provided at central locations in the commercial and industrial land uses for collection truck pickup. In addition, the Project shall provide a commercial recycling/ composting program that provides a minimum 50 percent diversion of waste for the commercial land uses. In addition, the Project shall provide an industrial recycling program that provides a minimum 60 percent diversion of waste for the industrial land uses. **Mitigation Measure GHG-2:** The Project landscape plans and specifications shall require that drought tolerant low-water landscaping and trees be installed throughout the Project site and use recycled (purple pipe) irrigation water with drip irrigation and weather based smart irrigation controllers.	Significant and unavoidable

			Mitigation Measure GHG-3: The Project plans and specifications shall require that the Project shall implement a Water Conservation Strategy and demonstrate a minimum 20 percent reduction in indoor and outdoor water usage when compared to baseline water demand (total expected water demand without implementation of the Water Conservation Strategy). Prior to the issuance of building permits for the Project, the Project applicant shall provide building plans that could include the following water conservation measures: • Install low-water use appliances and fixtures • Restrict the use of water for cleaning outdoor surfaces and prohibit systems that apply water to non-vegetated surfaces • Implement water-sensitive urban design practices in new construction • Install rainwater collection systems **Mitigation Measure GHG-4:** The Project plans and specifications shall require that all development within the MBU areas shall achieve certification of compliance or demonstrate equivalency with LEED Silver building standards. Prior to the issuance of building	

			permits, the Project Applicant or successor in interest shall provide documentation to the City of Perris demonstrating that each development is designed to achieve energy efficient buildings equivalent to LEED Silver building standards with the following design criteria options: • Five percent of all parking spaces shall have Level 2 or Level 3 charging capacity. • Ten percent of all parking spaces shall have EV-ready conduit. • Building envelops insulation of conditioned space within all commercial and industrial buildings shall be R15 or greater for walls and R30 or greater for attics/roofs. • Windows of commercial and industrial buildings shall have an insulation factor of 0.28 or less U-factor and 0.22 or less SHGC. • All roofing material for commercial buildings shall be CRRC Rated 0.15 aged solar reflectance or greater and 0.75 thermal emittance. • All heating/cooling ducting within the commercial and industrial buildings shall be insulated with R6 or greater insulation. • All heating and cooling equipment shall be ERR	

			14/78 percent AFUE, or 7.7 HSPF levels of efficiency or greater. • All water heaters in the commercial and industrial buildings shall be high efficiency electric water heaters with a minimum 0 .72 Energy Factor or greater. • Lighting within the commercial and industrial buildings shall be high efficiency LED lighting with a minimum of 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15–40-watt fixtures, and 60 lumens/watt for fixtures greater than 40 watts. • All appliances within the commercial and industrial land uses shall be energy star rated appliances. All water fixtures shall be water efficient (toilets/urinals [1.5 GPM or less], showerheads [2.0 GPM or less], and faucets [1.28 GMM or less]). **Mitigation Measure GHG-5:** The Project Applicant/Developer shall install all necessary infrastructure (i.e., wiring, reinforced roofs) to allow solar photovoltaic systems on the project site to be installed in the future, with a specified electrical generation capacity in order to meet California Green Building Code Standards. The entire roof of the office section of	

			each industrial building shall be designed to support solar installations; and, once the building tenant has been identified, solar panels shall be installed in order to generate enough energy to meet 100% of the building office's energy needs.	
Impact GHG-2: Would the Project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?		Potentially significant	**Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17 and AQ-19 ~~through AQ-20~~**. As listed previously. **Mitigation Measures GHG-1 through GHG-5**. As listed previously.	Significant and unavoidable
Cumulative		Potentially significant	**Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17 and AQ-19 ~~through AQ-20~~**. As listed previously. **Mitigation Measures GHG-1 through GHG-5**. As listed previously.	Significant and unavoidable

Table 1-1 on page 1-51 has been revised as follows:

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

			Reduction programs and contributing to the reduction of traffic congestion. • **Provide Ridership Program.** This measure would provide transit passes or other incentives to employees, encouraging the use of public transportation. Given the scale of employment in the Business Park phases, this program is expected to reduce vehicle use and lower VMT. • **Implement Subsidized or Discounted Transit Program.** This measure involves offering subsidized or discounted transit passes to employees. By reducing the cost of public transportation, it aims to increase its use among employees, thereby decreasing single-occupancy vehicle trips and contributing to a reduction in vehicle miles traveled (VMT). • **Provide End-of-Trip Bicycle Facilities.** End-of-trip facilities, including bike racks, lockers, and showers, shall be provided to support	

			employees who choose to bike to work. These facilities are necessary to facilitate and increase bicycle commuting. • **Provide Employer-Sponsored Vanpool.** This measure would support a vanpool program, reducing single-occupancy vehicle use. The vanpool program is particularly applicable to the large workforce anticipated in the Business Park phases. **Mitigation Measure AQ-11.** As listed previously.	

Section 3.0, *Project Description*

Section 3.4 Project Objectives

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

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

Section 3.5.1 Specific Plan Amendment

Based on public comments received on the Draft EIR, pages 3-13 to 3-14 were revised to highlight the allowed land uses permitted within the Specific Plan:

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

Table 3-1: Proposed Specific Plan Amendment Land Use Summary

Land Use Type	Existing Specific Plan (acres)	Proposed Specific Plan Amendment (acres)
Residential	170.10	0

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

The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio (FAR) of the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris General Plan Community Commercial land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed FAR of the MBU designation from 0.35 to 0.75, which would be consistent with the City of Perris General Plan Light Industrial land use designation. Warehouse uses are no longer proposed as part of the Project and would not be permitted within the Specific Plan Area without approval of a future Specific Plan Amendment.

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

[1] To note, the proposed Specific Plan Amendment allows residential development as a permitted use pursuant to the previous Harvest Landing Specific Plan residential land use designations and densities; however, no residential development is proposed by the Project.

Section 3.5.2 Phase 1 Development

In order to clarify that a Tentative Tract Map is being proposed by the Project, page 3-15 has been modified as follows:

Business Park Site

Within the 139.89-acre Phase 1 Business Park site, the two existing residential structures would be demolished and seven business park buildings including one parcel hub, three high cube warehouses, and three light industrial buildings would be constructed in the northern portion of the Phase 1 area, north of Barrett Avenue and west of Orange Avenue. A ~~vesting~~ tentative parcel map is proposed to combine the existing parcels into seven lots: one for each proposed building. In total, the Business Park site would be built out to an FAR of 0.28, as shown in Figure 3-8, *Business Park Conceptual Site Plan*. The Phase 1 Business Park site would include 300~~224~~ electric vehicle charging capable stalls ~~stations~~ with ~~and~~ 76 electric vehicle charging stations ~~capable stalls~~. The Phase 1 Business Park site would also include preferential parking for electric vehicles, carpools, and accessible vans. Each building within the Business Park site would also include bike racks. The characteristics of each building are summarized in Table 3-4.

Page 3-23 has been revised as follows:

Stormwater Drainage

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

Phase 1 development would require the construction of a new ~~10~~ 12-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way, ~~which~~ where it would transition to a 102-inch diameter storm drain line and would continue to Barrett Avenue. In Barrett Avenue the system would transition to a 96-inch diameter storm drain line and would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an ~~84~~ 72-inch diameter storm drain line heading west on Orange Avenue, which would transition to a ~~60~~ 54-inch diameter storm drain line west of Indian Avenue, and transition to a 42-inch diameter storm drain line prior to the intersection with Frontage Road. South of Harvest Landing Way, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide Eastern Municipal Water District (EMWD) maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

Page 3-23 has been revised as follows:

Community Shopping Center Operations

Building occupants within the proposed community shopping center are anticipated to be a range of commercial retail uses including shopping centers, a supermarket, fast casual restaurants, drive through coffee shops, high-turnover sit-down restaurants, and a dental/medical office. For purposes of evaluation in this Draft EIR, the proposed community shopping center development is assumed to be operational 24 hours a day, 7 days a week, with exterior loading and parking areas illuminated at night. Operations at the

supermarket would include the use of interior refrigerated storage and exterior loading and unloading of transport refrigeration units. Plug-ins would be provided at the supermarket loading docks for use by transport refrigeration units. Lighting would be subject to Perris Municipal Code Section 19.02.110, which states that exterior lighting shall be directed away from adjoining properties and the public right-of-way.

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

Commercial Big Box Retail Operations

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

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

Section 3.7 Discretionary Approvals and Permits

Based on public comments received on the Draft EIR, Table 3-8 on page 3-89, was modified to clarify that the Project would not trigger SB 330 and therefore there are no SB 330 compliance actions which were activated:

Table 3-2: Project Approvals and Permits

Public Agency	Approval and Decisions
City of Perris	
Project – Discretionary Approvals	
City of Perris City Council	• Reject or certify this EIR along with appropriate CEQA Findings and Mitigation Monitoring and Reporting Program. • Approve, conditionally approve, or deny the Project, including: ○ Specific Plan Amendment No. 22-05250 to revise land use designations, establish a plan for public facilities, design guidelines, and to annex properties to the north of the Project into the Specific Plan. ○ General Plan Amendment No. 24-05175 to redesignate annexed parcels as Harvest Landing Specific Plan (HL SP). ○ Zone Change No. 24-05176 to rezone the properties being annexed into the Specific Plan and overlay from various zonings to MBU under the Harvest Landing Specific Plan. ○ Development Plan Review (DPR) Nos. 22-00023, 22-00024, 22-00025, 22-05235, 22-05238, 23-00017, 24-00008, and 24-0009 to review the site plans and building elevations for the proposed industrial and commercial buildings. ○ ~~Tentative Tract Map No. 22-05250 (TTM 38810 and 38811)~~ Tentative Parcel Maps (TPM) 38810 and 38811 to revise site boundaries within the Harvest Landing Specific Plan. ○ Conditional Use Permit (CUP) Nos. 22-05239, 22-05238, and 22-05005 for proposed warehouse buildings.

Public Agency	Approval and Decisions
	○ Development Agreement Amendment(s) to update to the Harvest Landing Development Agreement per the revised Project. • ~~Senate Bill 330 "Housing Crisis Act of 2019" compliance~~ • Approve a Determination of Biologically Equivalent or Superior Preservation.
Subsequent City of Perris and Ministerial Approvals	
City of Perris Implementing Approvals	• Approve Final Parcel Maps, lot line adjustments, or parcel mergers, as may be appropriate • Approve precise site plan(s) and landscaping/irrigation plan(s), as may be appropriate • Issue Grading Permits • Issue Building Permits • Issue Occupancy Permits • Approve Road Improvements Plans • Approval of Roadway Vacations • Issue Encroachment Permits • Accept public right-of-way dedications • Approve Water Quality Management Plan (WQMP)
Other Agencies – Subsequent Approvals and Permits	
Santa Ana Regional Water Quality Control Board	• Issuance of a Construction Activity General Construction Permit • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit • Issuance of 401 Permit(s)
South Coast Air Quality Management District	• Issuance of air quality permits for the installation and operation of backup generators and fire pumps, and compliance with the Warehouse Indirect Source Rule (Rule 2305) for warehouse owners and operators • Issuance of air quality permits for proposed restaurants and compliance with Rule 1138 • Issuance of air quality permits for operation of the proposed gas station and compliance with Rule 219
Eastern Municipal Water District	• Approval of design conditions, water, and sewer improvement plans
Riverside County Flood Control & Water Conservation District	• Approval of storm drain plans for public storm drains
Riverside County Airport Land Use Commission	• Consistency determination with March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
California Department of Fish and Wildlife	• Issuance of 1602 Permit(s)

Section 5.0 Environmental Impact Analysis

In response to a comment received by the Golden State Environmental Justice Alliance, Table 5-1 on pages 5-4 through 5-5 has been revised as follows:

Table 5-3: Cumulative Projects List

No.	Project	Land Use	Size	<u>Status</u>
		City of Perris		
P1	Burge Industrial 2	Light Industrial	43,000 Sq. Ft.	<u>Completed in 2024</u>

No.	Project	Land Use	Size	Status
P2	Burge Industrial 1	Light Industrial	18,000 Sq. Ft.	Completed in 2024
P3	Seefried Indus	Warehousing	165,000 Sq. Ft.	Completed in 2024
P4	Calivo Ind	Warehousing	43,000 Sq. Ft.	Completed in 2024
P5	Calivo Ind 2	Warehousing	30,000 Sq. Ft.	Completed in 2024
P6	Pulliam Indus	Warehousing	16,000 Sq. Ft.	Completed in 2024
P7	Chartwell Ind	Warehousing	132,000 Sq. Ft.	In Construction
P8	Redlands Indus	Warehousing	113,000 Sq. Ft.	In Construction
P9	Rider Self Storage	Warehousing	70,000 Sq. Ft.	In Review
P10	LPC West Industrial	Warehousing	157,000 Sq. Ft.	In Review
P11	Rider 4	High-Cube Warehouse	548,000 Sq. Ft.	Completed in 2024
P12	Patriot Ind	High-Cube Warehouse	286,000 Sq. Ft.	In Construction
P13	First Indus (Goodwin)	High-Cube Warehouse	248,000 Sq. Ft.	In Construction
P14	Lakecreek West	High-Cube Warehouse	300,000 Sq. Ft.	In Construction
P15	Lakecreek East	High-Cube Warehouse	256,000 Sq. Ft.	In Construction
P16	Lakecreek Placentia	High-Cube Warehouse	509,000 Sq. Ft.	In Review
P17	First Sinclair	High-Cube Warehouse	423,000 Sq. Ft.	In Review
P18	Sinclair Indu	High-Cube Warehouse	436,000 Sq. Ft.	In Review
P19	Orbis Indus Truck Yard	Truck/ Trailer Parking Lot	26 Acres	In Review
P20	Vida Church Expansion	Church	25,000 Sq. Ft.	In Review
P21	Target	Free-Standing Discount Superstore	151,000 Sq. Ft.	Approved
P22	Commercial Shopping Plaza	Shopping Plaza	93,000 Sq. Ft.	In Review
P23	Habit & QSRs	High-Turnover (Sit-Down) Restaurant	8,000 Sq. Ft.	Approved
P24	Pollo Campero	High Turnover (Sit-Down) Restaurant	3,000 Sq. Ft.	In Review
P25	Raising Canes	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.	Approved
P26	Panera	Fast-Food Restaurant with Drive-Through Window	4,000 Sq. Ft.	In Review
P27	Better Buzz Coffee Shop	Coffee/ Donut Shop with Drive-Through Window	2,000 Sq. Ft.	In Review
P28	Gas Station carwash & Hotel	Mixed Use	8 Vehicle Fueling Positions, 75 Rooms	In Review
P29	Beyond Market; drive-thru wash	Automated Car Wash	9,000 Sq. Ft.	In Review
P30	Tommy's carwash & QSR	Automated Car Wash	9,000 Sq. Ft.	In Construction

No.	Project	Land Use	Size	Status
P31	7-Eleven Auto Carwash	Automated Car Wash	4,000 Sq. Ft.	In Construction
		City of Moreno Valley		
MR 1	Cresta Bella	Mixed Use	367 units, 8,000 Sq. Ft. of strip retail plaza, 6,000 Sq. Ft. of fast casual restaurant.	In Review
MR 2	Beyond Food Market	Convenience Store/ Gas Station	16,000 Sq. Ft	In Review
MR 3	Kaiser Expansion Project	Medical-Dental Office Building	405,000 Sq. Ft.	Complete
MR 4	Aquabella Specific Plan	Mixed Use	7,500 units of low-rise residential, 7,500 units of mid-rise housing, 50,000 Sq. Ft. of shopping center, 300 hotel rooms, 3,995 Elementary school student, 2,049 middle school students, 15 acres of public parks, 25 acres of active sports park	In Review
		Mead Valley		
MV 1	PP23170	High-Cube Warehouse	287,000 Sq. Ft.	In Review
MV 2	PPT220002	High-Cube Warehouse	435,000 Sq. Ft.	Approved
MV 3	TPM38337	High-Cube Warehouse	591,000 Sq. Ft.	Approved
MV 4	PPT180023	High-Cube Warehouse	203,000 Sq. Ft.	Approved
MV 5	PPT240005	Hotel	310 Rooms	In Review
MV 6	PPT220047	Warehouse	192,000 Sq. Ft.	Approved
MV 7	PPT230048	Warehouse	186,000 Sq. Ft.	In Review
MV 8	PPT190032	Mixed Use	53,000 Sq. Ft of Warehouse., 10 Acres of Truck/Trailer parking lot	Approved
MV 9	PPT210021	Mixed Use	16,000 Sq. Ft., 11 Acres of Truck/Trailer parking lot	In Construction
MV 10	PP23170	Mixed Use	12,000 Sq. Ft., 14 Acres of Truck/ Trailer parking lot	Approved

Section 5.3, *Air Quality*

Section 5.3.2.3 Local and Regional Regulations

In response to comments received from the South Coast Air Quality Management District (AQMD), the list of South Coast AQMD Rules and Regulations on page 5.3-8 has been revised as follow:

South Coast AQMD Rules and Regulations

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

Rule 201 – Permit to Construct. A person shall not build, erect, install, alter or replace any equipment or agricultural permit unit, the use of which may cause the issuance of air contaminants or the use of which may eliminate, reduce or control the issuance of air contaminants without first obtaining written authorization for such construction from the Executive Officer. A permit to construct shall remain in effect until the permit to operate the equipment or agricultural permit unit for which the application was filed is granted or denied, or the application is canceled.

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

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

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

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

Rule 403 requires project applicants to control fugitive dust using the best available control measures such that dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating an offsite nuisance. Applicable Rule 403 dust suppression (and PM_{10} generation) techniques to reduce impacts on nearby sensitive receptors may include, but are not limited to, the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).

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

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

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

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

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

Rule 1110.2 – Emissions from Gaseous and Liquid Fueled Engines. The purpose of Rule 1110.2 is to reduce Oxides of Nitrogen (NOx), Volatile Organic Compounds (VOCs), and Carbon Monoxide (CO) from engines. All stationary and portable engines over 50 rated brake horsepower (bhp) are subject to this rule.

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

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

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

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

Rule 1401 – New Source Review of Toxic Air Contaminants. This rule specifies limits for maximum individual cancer risk (MICR), cancer burden, and noncancer acute and chronic hazard index (HI) from new permit units, relocations, or modifications to existing permit units which emit toxic air contaminants. The rule establishes allowable risks for permit units requiring new permits pursuant to Rules 201 or 203.

Rule 1470 – Requirements for Stationary Diesel-Fueled Internal Combustion and Other Compression Ignition Engines. This rule shall apply to any person who either sells a stationary compression ignition (CI) engine, offers a stationary CI engine for sale, leases a stationary CI engine, or purchases a stationary CI engine for use in the South Coast AQMD, except under certain provisions. This rule shall apply to any person who owns or operates a stationary CI engine in the South Coast AQMD with a rated brake horsepower greater than 50 (>50 bhp), except under certain provisions.

Rule 2305 – Warehouse Indirect Source Rule. The stated purpose of the Indirect Source Rule "is to reduce local and regional emissions of nitrogen oxides and particulate matter, and to facilitate local and regional emission reductions associated with warehouses and the mobile sources attracted to warehouses in order to assist in meeting state and federal air quality standards for ozone and fine particulate matter." The rule applies to owners and operators of new and existing warehouses located in the South Coast Air Basin "with greater than or equal to 100,000 square feet of indoor space in a single building that may be used for warehousing activities by one or more warehouse operators." The rule imposes a "Warehouse Points Compliance Obligation" (WPCO) on warehouse operators. Operators would be allowed to satisfy the WPCO by accumulating "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) in a given 12-month period. WAIRE Points will be awarded by implementing measures to reduce emissions listed on the WAIRE Menu, or by implementing a custom WAIRE Plan approved by the South Coast AQMD.

Regulation XIII – New Source Review. Establishes New Source Review requirements for permitting to meet state and federal requirements and is applicable to new sources and modified existing sources.

Section 5.3.6, *Environmental Impacts*

In response to comments received from the South Coast AQMD, the analysis has been revised to address combined emission resulting from operations in Phase 1 and construction in Phase 2. This revision does not alter any of the significance conclusions set forth within the Draft EIR and is provided for informational purposes only as neither South Coast AQMD nor the City of Perris has adopted a threshold for combined construction and operational emissions.

Impact AQ-2 on page 5.3-53 has been revised as follows:

Despite implementation of Mitigation Measures AQ-8 through AQ-19 and the future anticipated regulations from the EPA and CARB to improve truck efficiency, the operational emissions from the proposed Project would exceed the South Coast AQMD's regional significance thresholds and would cumulatively contribute to the nonattainment designations in the SCAB. On this basis, it is concluded that Project operational-source VOC, NOx, CO, PM_{10}, and $PM_{2.5}$ emissions cannot be definitively reduced below applicable South Coast AQMD thresholds of significance and therefore are considered significant and unavoidable. The proposed

Project would result in a significant and unavoidable impact to regional air quality from operation of the Project.

Mitigated Combined Construction & Operation Emissions

The analysis of Project construction and operational emissions in this Draft EIR was completed following the guidelines set forth in South Coast AQMD's 1993 CEQA Air Quality Handbook, which recommends quantifying construction and operational emissions separately and comparing each to applicable South Coast AQMD construction or operational thresholds. However, for informational purposes, Table 5.3-F1 and Table 5.3-F2 show combined construction emissions from Phase 2 and operational emissions from Phase 1 with implementation of Mitigation Measures AQ-1 through AQ-19.

Table 5.3-F1: Scenario A Overlapping Emissions

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Phase 1 Operations	213.44	156.26	902.42	2.38	183.89	49.12
Phase 2 Construction	27.68	53.05	169.30	0.14	29.52	7.37
Winter						
Phase 1 Operations	203.24	164.80	795.48	2.26	183.89	49.12
Phase 2 Construction	27.31	53.70	143.10	0.22	29.52	7.37
Total Maximum Daily Emissions	**241.12**	**218.50**	**1,071.72**	**2.52**	**213.41**	**56.49**
South Coast AQMD Operational Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: Draft EIR Appendix B

Table 5.3-F2: Scenario B Overlapping Emissions

Source	Emissions (lbs/day)					
	VOC	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Phase 1 Operations	214.13	189.71	910.35	2.72	196.44	52.91
Phase 2 Construction	27.68	53.05	169.30	0.14	29.52	7.37
Winter						
Phase 1 Operations	203.92	199.69	803.35	2.60	196.44	52.91
Phase 2 Construction	27.31	53.70	143.10	0.22	29.52	7.37
Total Maximum Daily Emissions	**241.81**	**253.39**	**1,079.65**	**2.86**	**225.96**	**60.32**
South Coast AQMD Operational Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Source: Draft EIR Appendix B

Section 5.3.6, *Environmental Impacts*

In response to a comment received from Californians Allied for a Responsible Economy (CARE CA), the analysis has been revised to consider the potential health risk impacts associated with potential transport refrigeration units accessing the supermarket and big box retail store. This revision does not alter any of the significance conclusions set forth within the Draft EIR as impacts would continue to be mitigated to a less than significant level.

Impact AQ-3 on page 5.3-63 has been revised as follows:

Operational Health Risk Impacts

Specific Plan Buildout

Less than Significant with Mitigation Incorporated. Diesel particulate matter and gasoline dispensing emissions from operation of the Project would result from testing of the diesel fire pump and emergency generator and from heavy-duty diesel trucks traveling to and from the site, maneuvering onsite, and entering and leaving the site during operation of the Project as well as transport refrigeration units (TRUs) accessing both the supermarket and big box retail site to deliver refrigerated goods. It is estimated that one TRU per day would visit the supermarket and three TRUs per day would visit the big box retail store for deliveries of frozen and refrigerated goods. ~~Although the proposed Project activities are required to comply with CARB's idling limit of 5 minutes,~~ The South Coast AQMD recommends that the onsite idling emissions should be estimated for 15 minutes of truck idling, which takes into account onsite idling that occurs while the trucks are waiting to check-in, travel to destination onsite, and/or check-out, etc. As such, this analysis estimated truck idling at 15 minutes, consistent with the South Coast AQMD's recommendation. Due to the programmatic nature of MBU development within the Phase 2 area, idling emissions were conservatively assumed across the entirety of the Phase 2 area.

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

As shown in Table 5.3-46, the maximum incremental cancer risk attributable to Project operational-source toxic air contaminant emissions is estimated at ~~12.99~~ 13.19 in one million under the Specific Plan Buildout without Overlay scenario and ~~12.32~~ 12.82 in one million under Specific Plan Buildout the with Overlay scenario, both of which would exceed the South Coast AQMD significance threshold of 10 in one million, resulting in a potentially significant impact. Therefore, Mitigation Measure AQ-20, which requires either: a minimum 1,000-foot setback between building loading docks and the residential development east of Barrett Avenue and between Val Verde Elementary School to any future MBU development on the Phase 2 block east of Indian Avenue; restriction of diesel powered trucks accessing any future MBU development on the Phase 2 block east of Indian Avenue; or preparation of a site specific HRA prior to approval of any future MBU development on the Phase 2 block east of Indian Avenue demonstrating that significant cancer risk impacts could be avoided without implementation of setbacks or diesel truck restrictions. Further, Mitigation Measure AQ-8 would limit idling onsite to no more than three minutes.

As shown in Table 5.3-47, with implementation of Mitigation Measures AQ-8 and AQ-20, residential land use with the greatest the cancer risk would be Location R6, where cancer risk would be reduced to ~~8.69~~ 5.74 in one million without the Overlay and ~~6.32~~ 7.05 in one million with the Overlay, which would not exceed the South Coast AQMD significance threshold of 10 in one million.

At this same location, non-cancer risks were estimated to be ≤0.01 under both scenarios, with and without mitigation, which would not exceed the applicable significance threshold of 1.0. Because all other modeled receptors are further from the Specific Plan Area and would experience lower concentrations of toxic air contaminants during Project operation, all other receptors in the vicinity of the Project would be exposed to less emissions and therefore subject to less risk. As such, with implementation of Mitigation Measures AQ-8 and AQ-20, potential impacts related to human health or cancer risk as a result of Project operational activity would be less than significant.

Table 5.3-4: Operation Related Cancer and Non-Cancer Health Risks

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	~~12.99~~ 13.19	10	**Yes**
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	~~2.06~~ 2.07	10	**No**
	9 Year Exposure	Maximum Exposed School Child (Location R9)	~~11.54~~ 11.58	10	**Yes**
With Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R7)	~~12.32~~ 12.82	10	**Yes**
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	~~1.91~~ 2.15	10	**No**
	9 Year Exposure	Maximum Exposed School Child (Location R5)	~~2.73~~ 3.23	10	**No**
Scenario	**Time Period**	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Without Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed School Child (Location R9)	≤0.01	1.0	**No**
With Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed School Child (Location R5)	≤0.01	1.0	**No**

Source: EIR Appendix C

Table 5.3-5: Operation Related Cancer and Non-Cancer Health Risks with Mitigation

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R6)	~~8.69~~ 5.74	10	**No**
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	~~2.06~~ 2.03	10	**No**
	9 Year Exposure	Maximum Exposed School Child (Location R9)	~~7.72~~ 5.62	10	**No**
With Overlay	30 Year Exposure	Maximum Exposed Residential Receptor (Location R6)	~~6.32~~ 7.05	10	**No**
	25 Year Exposure	Maximum Exposed Worker Receptor (Location R10)	~~2.08~~ 2.09	10	**No**
	9 Year Exposure	Maximum Exposed School Child (Location R5)	~~2.60~~ 2.88	10	**No**
Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed School Child (Location R9)	≤0.01	1.0	**No**
With Overlay	Annual Average	Maximum Exposed Residential Receptor (Location R7)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed Worker Receptor (Location R10)	≤0.01	1.0	**No**
	Annual Average	Maximum Exposed School Child (Location R5)	≤0.01	1.0	**No**

Source: EIR Appendix C

Worker Exposure Scenario: The worker receptor land use with the greatest potential exposure to Project operational toxic air contaminant emissions is Location R10, which represents the potential worker receptor located approximately 105 feet east of the Project site. As shown in Table 5.3-46, at the maximally exposed individual worker location, the maximum incremental cancer risk impact without mitigation is ~~2.06~~ 2.07 in one million without the overlay and ~~1.91~~ 2.15 in one million with the overlay. With implementation of Mitigation Measure AQ-20, Table 5.3-46 shows that the cancer risk would be ~~2.06~~ 2.03 in one million without the Overlay and ~~2.08~~ 2.09 in one million with the Overlay, all of which are less than the South Coast AQMD significance threshold of 10 in one million.

Maximum non-cancer risks at this same location were estimated to be ≤0.01 under both scenarios with and without mitigation, which would not exceed the applicable significance threshold of 1.0. As such, the Project would not cause a significant human health or cancer risk to adjacent workers, and potential impacts would be less than significant.

School Child Exposure Scenario: Without the Overlay the nearest potential school is Val Verde Elementary School (represented by Location R9), located approximately 66 feet north of the Specific Plan Area. With redevelopment of the Overlay, the nearest potential school would be Perris Early Head Start (represented by Location R5), located approximately 720 feet east of the Specific Plan Area. As shown in Table 5.3-46, at the maximally exposed individual school child location, the maximum incremental cancer risk impact attributable to the Project is calculated to be ~~11.54~~ 11.58 in one million at Location R9 without the Overlay, and ~~2.73~~ 3.23 in one million at Location R5 with the Overlay. As such, prior to mitigation, the Project's operational toxic air contaminant emissions would exceed the South Coast AQMD's 10 in one million significance threshold and result in a potentially significant impact for Val Verde Elementary School under the without Overlay scenario.

With implementation of Mitigation Measure AQ-20, Table 5.3-47 shows that the cancer risk would be reduced to ~~7.72~~ 5.62 in one million at Location R9 without the Overlay and ~~2.60~~ 2.88 in one million with the Overlay, both of which are less than the significance threshold of 10 in one million. Thus, mitigation would reduce potential impacts to a less than significant level.

At this same location, non-cancer risks attributable to the Project were calculated to be ≤0.01 under both scenarios, before and after mitigation, which would not exceed the applicable significance threshold of 1.0. Therefore, with mitigation, potential impacts related to human health or cancer risk to nearby school children would be reduced to a less than significant level.

Combined Construction and Operational Health Risk Impacts

Specific Plan Buildout

The land use with the greatest potential exposure to combined Project construction-source and operational-source diesel particulate matter and gasoline dispensing emissions is Location R7. As shown in Table 5.3-48, the maximum incremental cancer risk attributable to Project construction-source and operational-source emissions at R7 is estimated at ~~17.45~~ 17.65 in one million without the Overlay and ~~16.58~~ 17.08 in one million with the Overlay, both of which would exceed the South Coast AQMD significance threshold of 10 in one million, resulting in a potentially significant impact.

Table 5.3-6: Construction and Operation Related Cancer and Non-Cancer Health Risks

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (per Million)	Significance Threshold (per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	~~17.45~~ 17.65	10	**Yes**
With Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	~~16.58~~ 17.08	10	**Yes**

Scenario	Time Period	Location	Maximum Hazard Index	Significance Threshold	Exceeds Significance Threshold
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	**No**
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	**No**

Source: EIR Appendix C

Table 5.3-49 shows that with implementation of Mitigation Measure AQ-20, the maximum incremental cancer risk attributable to Project construction-source and operational-source diesel particulate matter emissions is estimated at ~~9.77~~ 6.48 in one million without the Overlay and ~~7.35~~ 7.55 in one million with the Overlay, both of which are less than the significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be ≤0.01 under both scenarios before and after mitigation, which would not exceed the applicable significance threshold of 1.0. As such, with implementation of Mitigation Measure AQ-20, potential impacts related to human health or cancer risk would be less than significant.

Table 5.3-7: Construction and Operation Related Cancer and Non-Cancer Health Risks with Mitigation

Scenario	Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
Without Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R7)	~~9.77~~ 6.48	10	**No**
With Overlay	30 Year Exposure	Maximum Exposed Sensitive Receptor (Location R6)	~~7.35~~ 7.55	10	**No**
Scenario	**Time Period**	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Without Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	**No**
With Overlay	Annual Average	Maximum Exposed Sensitive Receptor (Location R7)	≤0.01	1.0	**No**

Source: EIR Appendix C

Section 5.3.11 Mitigation Measures

Pages 5.3-73 through 5.3-74 have been revised as follows:

Construction Mitigation Measures

Mitigation Measure AQ-1: Super-Compliant Low VOC. Project construction plans and specifications shall state that the Project shall utilize "Super-Compliant" low VOC paints for nonresidential interior and exterior surfaces and low VOC paint for parking lot surfaces. Super-Compliant low VOC and low VOC paints have been reformulated to exceed the regulatory VOC limits put forth by South Coast AQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC and low VOC paints shall be no more than 50 g/L of VOC.

Mitigation Measure AQ-2: Tier 4 Final. The construction plans and specifications shall state that off-road diesel construction equipment rated at 50 horsepower (hp) or greater, complies with Environmental Protection Agency (EPA)/California Air Resources Board (CARB) Tier 4 Final off-road emissions standards or equivalent and shall keep all equipment maintenance records and data sheets, including design specifications and emission control tier classifications, onsite or at the contractor's office and shall furnish documents to the Lead Agency or other regulators, upon request. The Lead Agency shall conduct an on-site inspection to verify compliance with construction mitigation and to identify other opportunities to further reduce particulate emissions.

Mitigation Measure AQ-3: The Project Applicant/Developer/Owner shall identify a person to act as a community liaison concerning onsite construction activities and operations and provide contact information for the community liaison to the surrounding community. The contact of the community liaison shall be provided to the Lead Agency and posted on the construction site prior to issuance of a demolition permit.

Mitigation Measure AQ-4: Project construction plans and specifications shall require that during Project grading operations, Project contractors shall limit the amount of daily grading disturbance area to not exceed the assumptions specified in the Draft EIR Air Quality Impact Analysis. Additionally, the Project Applicant/Developer/Contractor shall include a note on grading plans that prohibits grading on days with an Air Quality Index forecast of greater than 100 for particulates or ozone in the Project area. Daily Air Quality Index forecasts for the next day of grading shall be checked via the airnow.gov system the day prior by the Project Contractor.

Mitigation Measure AQ-5: Project construction plans and specifications shall require on-road heavy-duty haul trucks to be model year 2014 or newer if diesel-fueled~~, if such equipment is widely available and economically feasible,~~ pursuant to CARB's particulate matter filter requirements.

Mitigation Measure AQ-6: The Project construction plans and specifications shall require the Project Applicant/Developer/Contractor provide information on transit and ridesharing programs and services to construction employees.

Mitigation Measure AQ-7: The Project construction plans and specifications shall require that the Project Applicant/Developer shall provide meal options onsite or shuttles between the construction site and nearby meal destinations for construction employees.

Operation Mitigation Measures

Mitigation Measure AQ-8: Idling Regulations. The Project plans and specifications shall include signs at loading dock facilities that include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for trucks drivers to restrict idling to no more than 3~~5~~ minutes once the vehicle is stopped, the transmission is set to "neutral" or "park", and the parking brake is engaged pursuant to Title 13 of the California Code of Regulations, Section 2485; and 3) telephone numbers of the building facilities manager, South Coast AQMD and CARB to report violations. Signs shall be installed prior to receipt of an occupancy permit.

Mitigation Measure AQ-17: Prior to certificate of occupancy, the Project Applicant shall post signs in English and Spanish at every truck exit driveway providing directional information to the truck route.

Section 5.8, *Greenhouse Gas Emissions*

Section 5.8.6 Environmental Impacts

In response to comments provided on the Draft EIR, Mitigation Measures AQ-3, AQ-4, and AQ-18 have been removed from the analysis of greenhouse gas emissions.

Impact GHG-1 on page 5.8-22 has been revised as follows:

Mitigated GHG Emissions

As detailed above, the proposed Project would exceed the significance threshold of 3,000 $MTCO_2e$ per year in each of the scenarios. Therefore, Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 through GHG-5 have been included to reduce GHG emissions from both construction and operation activities to the maximum extent feasible.

Scenario A With Overlay. The estimated Project-related GHG emissions with implementation of these mitigation measures are summarized in Table 5.8-6 for Scenario A with Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 38,167.70 $MTCO_2e$ per year, Phase 2 would generate a total of approximately 44,392.99 $MTCO_2e$ per year, and Specific Plan Buildout would generate 79,114.37 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. Therefore, despite implementation of Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario A Without Overlay. The estimated Project-related GHG emissions with implementation of these mitigation measures are summarized in Table 5.8-7 for Scenario A without Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 38,167.70 $MTCO_2e$ per year, Phase 2 would generate a total of approximately 40,574.60 $MTCO_2e$ per year, and Specific Plan Buildout would generate 75,295.97 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. Therefore, despite implementation of Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario B With Overlay. The estimated Project-related GHG emissions with implementation of mitigation measures are summarized in Table 5.8-8 for Scenario B with Overlay As shown, construction and operation of Phase 1 would generate a net total of approximately 43,863.05 $MTCO_2e$ per year, Phase 2 would generate a total of approximately 65,611.68 $MTCO_2e$ per year, and Specific Plan Buildout would generate 105,503.05 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. Therefore, despite implementation of Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Scenario B Without Overlay. The estimated Project-related GHG emissions with implementation of mitigation measures are summarized in Tables 5.8-6 for Scenario A with Overlay. As shown, construction and operation of Phase 1 would generate a net total of approximately 43,863.05 $MTCO_2e$ per year, Phase 2 would generate a total of approximately 59,944.09 $MTCO_2e$ per year, and Specific Plan Buildout would generate 99,835.45 $MTCO_2e$ per year, which would exceed the significance threshold of 3,000 $MTCO_2e$ per year. Therefore, despite implementation of Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 through GHG-5, construction and operation of the proposed Project in Scenario A with the Overlay would remain significant and unavoidable.

Impact GHG-2 on page 5.8-29 has been revised as follows:

Table 5.8-8: Project Consistency with the CARB 2022 Scoping Plan Actions

Action	Consistency
GHG Emissions Reductions Relative to the SB 32 Target	
40 percent below 1990 levels by 2030.	**Not Consistent.** Development pursuant to the proposed Project would comply with the Title 24, Part 6, building energy requirements along with other local and State initiatives that aim to achieve the 40 percent below 1990 levels by 2030 goal. This would be ensured through the City's existing development permitting process. Further, Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19 and Mitigation Measures GHG-1 though GHG-5 would require emissions reduction measures, which would lower GHG emissions buildout of the proposed Project. However, as detailed previously, implementation of the Project would result in GHG emissions that would far exceed South Coast AQMD thresholds and would result in a significant and unavoidable impact.

Section 5.8.11 Mitigation Measures

Page 5.8-34 has been revised as follows:

Mitigation Measures AQ-1, AQ-2, AQ-5 through AQ-17, and AQ-19, as included in Section 5.3, *Air Quality*.

Section 5.9, *Hazards and Hazardous Materials*

Section 5.9.6 Environmental Impacts

Impact HAZ-3 on page 5.9-19 has been revised as follows:

The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards and as required by Mitigation Measure AQ-10. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, in Section 5.3, *Air Quality*, operational emissions of pollutant emissions or diesel particulate matter from the Project would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-~~21~~ 20. In addition, an operational HRA was completed and determined that the maximum exposed school child receptor would have a maximum lifetime cancer risk of 2.08, which is less than the significance threshold of 10 and a maximum hazard index of ≤0.01, which is less than the significance threshold of 1.0 (EIR Appendix C). Therefore, the use of hazardous materials and the generation of hazardous emissions within the Phase 1 Development would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-~~21~~ 20.

Phase 2 Buildout

Though the future occupants at the Phase 2 area are unknown, as discussed in Impact HAZ-1, hazardous materials typically used at warehousing and light manufacturing facilities may include lubricants, solvents, cleaning agents, wastes, paints and related wastes, petroleum, wastewater, batteries, (lead acid, nickel cadmium, nickel, iron, carbonate), scrap metal, and used tires. These materials would be handled in

accordance with applicable laws and regulations. The outdoor cargo handling equipment used during loading, and unloading of trailers (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts) would be non-diesel powered, per contemporary industry standards. Potential hazardous emissions generated would mainly be related to vehicles accessing the site. Pursuant to State law, on-road diesel-fueled trucks are required to comply with air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws. As discussed in Impact AQ-3, operational emissions of pollutant emissions or diesel particulate matter from the proposed development in the Phase 2 area would not exceed established localized significance thresholds with implementation of Mitigation Measures AQ-8 through AQ-~~21~~ 20. Therefore, the use of hazardous materials and the generation of hazardous emissions within the Specific Plan Area would not pose a significant hazard at nearby schools, and potential operational impacts would be less than significant with incorporation of Mitigation Measures AQ-8 through AQ-~~21~~ 20.

Impact HAZ-5 on page 5.9-20 has been revised as follows:

Due to the nature of the required City approvals (i.e. the proposed Specific Plan Amendment and General Plan Amendment), the City of Perris is required, pursuant to Public Utilities Code Section 21676, to refer the proposed Project to the Riverside County ALUC for ALUC review. On May 8, 2025, the proposed Project was found to be consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan by ALUC. The proposed Project would comply with this ALUC notification and all other applicable rules and regulations as they pertain to the March ARB/IPA ALUCP and airport safety.

Section 5.9.11 Mitigation Measures

Page 5.9-25 has been revised as follows

Mitigation Measures AQ-8 through AQ-~~21~~ 20, as listed in Section 5.3, *Air Quality*.

Section 5.9.12 Level of Significance After Mitigation

Page 5.9-25 has been revised as follows:

Existing regulatory programs and implementation of Mitigation Measures AQ-8 through AQ-~~21~~ **20** would reduce potential impacts associated with hazards and hazardous materials to a level that is less than significant. Therefore, no significant and unavoidable adverse impacts related to hazards and hazardous materials would occur.

Section 5.10, *Hydrology & Water Quality*

Section 5.10.6 Environmental Impacts

Impact HYD-1 on page 5.10-14 has been revised as follows:

Water would be treated by the modular wetland systems prior to entering the underground storage chambers and runoff would be treated within the proposed bioretention basins before being discharged. Flows in excess of the 2-year, 24-hour storm event would bypass into onsite underground detention systems and would ultimately discharge into the proposed extension of Perris Valley Master Drainage Plan Line K. Furthermore, the Project includes construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way ~~Daniela Way~~, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way ~~Daniela Way~~, the Project would

include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, Stormwater Infrastructure Improvements.

Impact HYD-3iii on page 5.10-19 has been revised as follows:

As described previously, proposed development of Phase 1 would result in an increase in impervious areas. As a result, the Project would increase surface flows compared to existing conditions. However, installation of new storm water drainage facilities, including bioretention basins, underground stormwater chambers, pervious landscaped areas, and new storm drains would be installed during development of Phase 1. The proposed drainage system would collect onsite flows via a series of subsurface storm drains and sheet flows within pre-treatment drainage basins. These drainage basins would then drain into the subsurface basins which would slow and filter the runoff before its discharge through new storm drain connections to the improved roadway drainage infrastructure. Phase 1 development includes construction of a new 10-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way ~~Daniela Way~~, which would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an 84-inch diameter storm drain line heading west on Orange Avenue, which would transition to a 60-inch diameter storm drain line west of Indian Avenue. South of Harvest Landing Way ~~Daniela Way~~, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of offsite flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

Section 5.11, *Land Use & Planning*

Section 5.11.6 Environmental Impacts

Based on public comments received on the Draft EIR, the Specific Plan was clarified to explicitly demonstrate that residential is a permitted use. Residential was a previously permitted use in the existing Specific Plan and previously analyzed under CEQA.

Impact LU-2 on pages 5.11-19 and 5.11-24 has been revised as follows:

City of Perris General Plan Policies

The Specific Plan Area has a City of Perris General Plan Land Use of Harvest Landing Specific Plan (HL SP), Business Park (BP), and Public (P). The Harvest Landing Specific Plan establishes the zoning for the properties within the Harvest Landing Specific Plan planning area. The Project includes a Specific Plan Amendment to annex three parcels to the Specific Plan area and designating them as MBU (APNs 305-060-042, 305-060-036, and 305-060-037) and add an MBU overlay to APN 305-060-038, increasing the total Specific Plan area to 358.28 acres. In addition, the Specific Plan Amendment is proposed to change the existing land use plan of the Specific Plan area to replace residential zones ~~uses~~ with Multiple Business and Commercial zones ~~uses~~, as shown in Figure 3-6, *Proposed Harvest Landing Specific Plan Land Use Plan*. The Specific Plan Amendment is proposed to increase the maximum allowed floor area ratio within the Commercial designation from 0.35 to 0.75, which would be consistent with the City of Perris Commercial Community General Plan land use designation. In addition, the Specific Plan Amendment would increase the maximum allowed floor area ratio within the Multiple Business designation from 0.35 to 0.75, which would be consistent with the City of Perris Light Industrial General Plan land use designation. Furthermore, as shown below in Table 5.11-3,

the proposed Project would be consistent with the applicable City General Plan Policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Table 5.11-3: City of Perris General Plan Policy Consistency

General Plan Policy	Project Consistency
Housing Element	
Polic 2.4 Promote construction of units consistent with the new construction needs identified in the Regional Housing Needs Assessment (RHNA).	**Consistent.** As discussed in Section 5.13 *Population and Housing,* while the Project would add additional land uses to the existing land uses within the Specific Plan, residential uses would continue to remain a permitted use within the proposed Specific Plan Amendment pursuant to densities within the current Harvest Landing Specific Plan. ~~result in the rezoning of 1,860 residential units to non-residential uses, the City's 2021-2029 Housing Element indicated an abundance of 152 lower income, 399 moderate income, and 2,629 above moderate-income units over the City's allocated RHNA objectives in order to protect the City from incompliance with "No Net Loss Law". Since the existing Specific Plan proposed moderate to above-moderate income housing, the City's RHNA buffer would be able to accommodate housing capacity reduction as a result of the Project. Further, while the City is responsible for updating the Housing Element sites inventory, there is sufficient capacity to accommodate the remaining RHNA for the Housing Element planning period.~~

Section 5.12, *Noise*

Section 5.12.6 Environmental Impacts

Impact NOI-1 on pages 5.12-23 to 5.12-24 has been revised as follows:

As indicated in Table 5.12-8, Phase 1 would result in construction related increases to daytime ambient noise ranging from 0.5 to 4.6 dBA Leq at the nearest receiver locations, which would not exceed the 12 dBA threshold of significance. During nighttime concrete pours, construction related increases to nighttime ambient noise would range from 0.3 to 10.1 dBA Leq. Therefore, impacts related to construction noise from Phase 1 would be less than significant.

Table 5.12-9a: Phase 1 Daytime Construction Equipment Noise Level Increases

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	59.1	L1	67.2	67.8	0.6	12	No
R2	57.1	L2	66.7	67.2	0.5	12	No
R3	62.4	L3	64.2	66.4	2.2	12	No
R4	57.4	L4	54.7	59.3	4.6	12	No
R5	57.2	L4	54.7	59.1	4.4	12	No
R6	57.7	L5	65.0	65.7	0.7	12	No
R7	55.0	L7	56.5	58.8	2.3	12	No

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R8	51.1	L8	58.6	59.3	0.7	12	No
R9	54.3	L6	52.1	56.3	4.2	12	No

Source: EIR Appendix Q

Table 5.12-10b: Phase 1 Nighttime Construction Equipment Noise Level Increases

Receiver Location	Total Project Construction Noise Level	Measurement Location	Reference Ambient Noise Levels	Combined Project and Ambient	Project Increase	Increase Criteria	Increase Criteria Exceeded?
R1	53.1	L1	63.9	64.2	0.3	12	No
R2	50.9	L2	61.8	62.1	0.3	12	No
R3	55.9	L3	62.1	63.0	0.9	12	No
R4	51.0	L4	51.3	54.2	2.9	12	No
R5	50.8	L4	51.3	54.1	2.8	12	No
R6	51.2	L5	59.0	59.7	0.7	12	No
R7	56.8	L7	53.2	58.4	5.2	12	No
R8	50.3	L8	55.0	56.3	1.3	12	No
R9[1]	57.8	L6	48.1	58.2	10.1	12	No

1 Val Verde Elementary School does not include any noise sensitive nighttime receivers.

Section 5.13, *Population and Housing*

Section 5.13.2.2 State Regulations

Based on public comments received on the Draft EIR, the Specific Plan was clarified to explicitly demonstrate that residential is a permitted use. Residential was a previously permitted use in the existing Specific Plan and previously analyzed under CEQA.

Page 5.13-1 has been revised as follows:

~~**Housing Crisis Act of 2019 - Senate Bill 330 (SB 330)**~~

~~Commonly known as Senate Bill (SB) 330 (Chapter 654, Statutes of 2019), this law was passed to respond to the California housing crisis. Effective January 1, 2020, and slated to sunset on January 1, 2030, SB 330 aims to increase residential unit development, protect existing housing inventory, and expedite permit processing. This law makes a number of modifications to existing legislation, such as the Permit Streamlining Act and the Housing Accountability Act and institutes the Housing Crisis Act of 2019. Under this legislation, municipal and county agencies are restricted in ordinances and polices that can be applied to residential development.~~

~~While many of SB 330's provisions (including those related to vested rights and permit streamlining) apply to all cities and counties, the restrictions on local actions contained in Government Code Section 66300 apply only in "affected" cities and counties as defined by the California Department of Housing and Community Development. In the case of counties, it is areas within counties and not necessarily an entire county that is affected. Perris is considered an affected city, as defined by Government Code Section 66300.~~

Section 5.13.6 Environmental Impacts

Impact POP-1 on page 5.13-8 has been revised as follows:

In addition, as shown above in Table 5.13-5, the City of Perris is housing rich, and an increase in employment opportunities would benefit the job/housing balance in the City. The employees that would fill these roles are anticipated to come from the region, as the unemployment rate of the City of Perris as of May 2024 was 5.7 percent, City of Hemet was 6.3 percent, City of Moreno Valley was 4.6 percent, and the City of Menifee was at 4.6 percent, and the County of Riverside was 4.4 percent (BLS, 2024). Due to the existing and projected ratio of housing to jobs and the levels of unemployment, it is anticipated that new employees at the Project site would reside locally and within commuting distance (from within the City or one of the adjacent jurisdictions including Menifee, Moreno Valley, and Unincorporated Riverside County) and would not generate a need for new housing.

Section 5.18, *Utilities & Service Systems*

Section 5.10.18 Environmental Impacts

Impact UT-5 on page 5.18-16 has been revised as follows:

The Project would remove all existing drainage facilities, including onsite culverts and street gutters as part of Project construction. After completion of Project construction, the Specific Plan Area would have a greater amount of impermeable surfaces than currently exist. New stormwater drainage facilities that would be developed as part of Phase 1 would include a 12.91-acre water quality management basin, which would include a shared bioretention basin for flows from the Community Shopping Center and Commercial Big Box Retail sites, an underground detention system to store treatment flows, and lift station. The bioretention basin would have a bottom surface area totaling 76,615 square feet and a design treatment capacity of 137,907 cubic feet. The basin would be surrounded by walking paths. In addition, new stormwater drainage facilities would include a ~~10~~ 12-foot by 7-foot reinforced concrete box storm drain line in Perris Boulevard to Harvest Landing Way ~~Daniela Way~~, ~~which~~ where it would transition to a 102-inch diameter storm drain line and would continue to Barrett Avenue. In Barrett Avenue the system would transition to a 96-inch diameter storm drain line and would continue north on Barrett Avenue and connect to the proposed storm drain line within Orange Avenue. The Project would construct an ~~84~~ 72-inch diameter storm drain line heading west on Orange Avenue, which would transition to a ~~60~~ 54-inch diameter storm drain line west of Indian Avenue, and transition to a 42-inch diameter storm drain line prior to the intersection with Frontage Road. South of Harvest Landing Way ~~Daniela Way~~, the Project would include construction of a new 60-inch diameter storm drain line. The Project would install a 48-inch storm drain line in the proposed 12-foot-wide EMWD maintenance road in the vacated portion of Indian Avenue and a 24-inch storm drain line in Private Drive A. In addition, the Project would include improvements to approximately 1,400 linear feet of off-site flood control channel Perris Valley Master Drainage Plan Line K, as shown on Figure 3-26, *Stormwater Infrastructure Improvements*.

Section 6.0, *Other CEQA Considerations*

Section 6.2 Growth Inducement

Impact 2 on page 6-4 has been revised as follows:

The elimination of a physical obstacle to growth is considered to be a growth inducing impact. A physical obstacle to growth typically involves the lack of public service infrastructure. The Project would induce growth if it would provide public services or infrastructure with excess capacity to serve lands that would otherwise not be developable. The proposed Project involves expanding existing infrastructure to support the full

development of the Specific Plan Area. This includes the installation of onsite sewer lines within the community shopping center, connecting to a 12-inch sewer line on Orange Avenue, as well as the construction of a new 15-inch sewer line along Perris Boulevard. Phase 1 of the development would require the construction of new 8-inch waterlines along Barrett Way, Orange Avenue, Frontage Road, and Walmart Supercenter Drive. In terms of stormwater drainage, Phase 1 will feature a 12.91-acre water quality management basin and the installation of new storm drain lines along Perris Boulevard, Barrett Avenue, and Orange Avenue, including an ~~84~~ 72-inch diameter storm drain line along Orange Avenue. The Project also includes the improvement of several roadways to their ultimate width, such as Orange Avenue, Perris Boulevard, and Barrett Avenue, and the construction of new roadways Harvest Landing Way and Private Drive A to facilitate traffic flow. Additionally, new water, sewer, and stormwater systems will be installed to connect with existing infrastructure in surrounding roadways to meet the demands of the Project. The Project does not propose extending roads into undeveloped areas but focuses on enhancing existing infrastructure to accommodate the proposed development.

Section 8.0, *Alternatives*

Section 8.5 Alternatives Selected for Further Analysis

Based on public comments received on the Draft EIR and the City of Perris's proposed warehouse moratorium, Alternative 4 was revised to remove warehouses from Phase 1, as outlined below:

Four alternatives have been identified for further analysis as representing a reasonable range of alternatives that would be capable of reducing the potential impacts of the Project. These alternatives have been developed based on the criteria identified in Section 8.1. The following alternatives are further described and analyzed in Sections 8.6 through 8.9.

- **Alternative 1, No Project/No Development:** This alternative consists of the Project not being approved, and the Project site would remain in the conditions that existed at the time the Notice of Preparation was published (August 9, 2024).
- **Alternative 2, No Project/Buildout of the Existing Harvest Landing Specific Plan:** This alternative consists of the Project not being approved, and the existing Harvest Landing Specific Plan land use designations being developed. This Alternative would include development of approximately 1,860 residential units, 1,306,582 square feet of MBU development, and approximately 43.6 acres of recreation and open space uses. Areas outside of the existing Specific Plan would maintain their existing General Plan land use designations and zoning designations and would not be developed as part of this Alternative. This Alternative would not require a Specific Plan Amendment, General Plan Amendment, or Zone Change.
- **Alternative 3, Reduced Project Alternative:** This alternative consists of development of the Project site in a manner similar to the Project, but with a reduction in square footage developed. Based on a reasonable reduction in development intensity, this alternative assumes a 50 percent reduction in all building square footages in Phase 1 and no development within the Phase 2 area. Therefore, this alternative would develop the 187.43-acre Phase 1 area with approximately 863,789 square feet of MBU uses and approximately 214,253 square feet of commercial retail uses. The 122.68-acre Phase 2 area would remain undeveloped and vacant. No MBU overlay would be added to Val Verde Elementary School. This alternative would include a reduced amount of parking compared to what is needed by the Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change, but would not annex any parcels into the Harvest Landing Specific Plan.
- **Alternative 4, Reduced Phase 1 MBU & Phase 2 Residential Alternative:** Based on comments received in response to the Notice of Preparation and during the Draft EIR Scoping Meeting, it was stated that Planning Commissioners and City residents wanted an EIR alternative that included a portion of the

Specific Plan Area as residential. This alternative consists of development of the commercial components of Phase 1 in a manner consistent with the proposed Project and reduction of the total industrial square footage in the MBU area. Under this alternative, the Building 1 parcel hub would be increased from 322,079 square feet to 391,725 square feet and shifted to the southern portion of the Phase 1 area, directly north of the Barrett Avenue and Frontage Road intersection. The remainder of the Phase 1 area (69.89 acres) would be permitted for MBU uses at a maximum floor area ratio of 0.25, which would allow for development of approximately 761,102 square feet of building space. This would result in an overall decrease in MBU square footage by approximately 574,752 square feet in Phase 1 to 1,152,827 square feet at buildout. The Specific Plan Amendment would not allow warehouse uses. In addition, ~~However~~ a portion of the Phase 2 area would not be subject to the Specific Plan Amendment so Phase 2 future buildout would include development of Phase 2 west of Indian Avenue with MBU uses and development of the area east of Indian Avenue with approximately 615 dwelling units pursuant to the existing Harvest Landing Specific Plan designations and entitlements. The development standards set forth in the 2011 Harvest Landing Specific Plan and the mitigation measures set forth in the 2008 Harvest Landing Specific Plan EIR would apply to future housing development within the area excluded from the proposed Specific Plan Amendment. Therefore, this alternative would allow for the ~~include~~ development of approximately 2,829,125 ~~3,403,877~~ square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. As with the Project, the entire 358.28-acre developable portion of the site would be developed. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change.

Section 8.9 Alternative 4

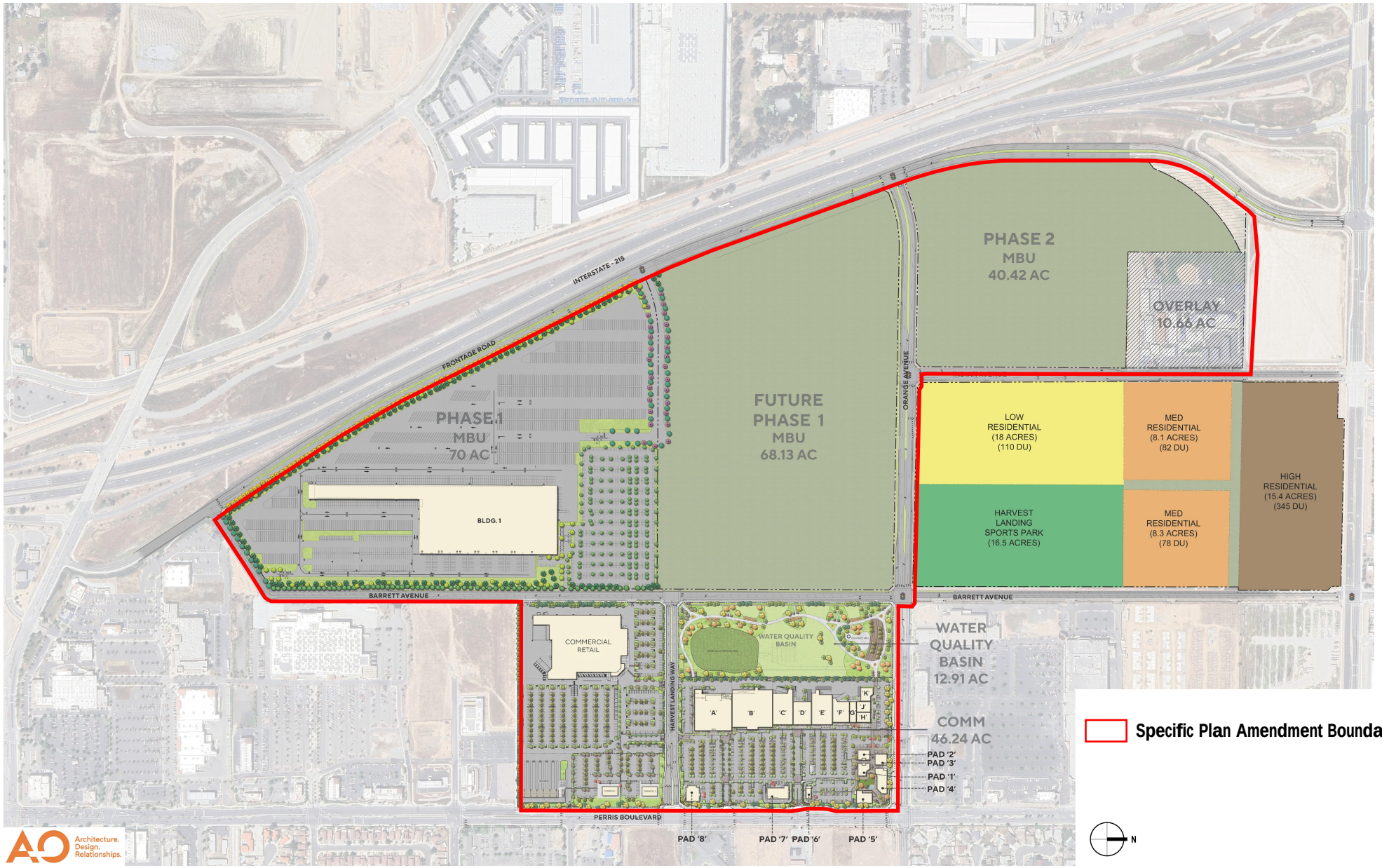
Based on public comments received on the Draft EIR and the City of Perris's proposed warehouse moratorium, Alternative 4 was revised to remove warehouses from Phase 1, as outlined below:

8.9 ALTERNATIVE 4: REDUCED PHASE 1 MBU & PHASE 2 RESIDENTIAL ALTERNATIVE

Based on comments received in response to the Notice of Preparation and during the Draft EIR Scoping Meeting, it was stated that Planning Commissioners and City residents wanted an EIR alternative that included a portion of the Specific Plan Area as residential. This alternative consists of development of the commercial components of Phase 1 in a manner consistent with the proposed Project and reduction of the total industrial square footage in the MBU area. Under this alternative, the Building 1 parcel hub would be increased from 322,079 square feet to 391,725 square feet and Buildings 2 through 7 would not be developed. Building 1 would be shifted to the southernmost point of the Specific Plan site, directly north of the intersection of Barrett Avenue and Frontage Road. As such, the remainder of the Phase 1 area (69.89 acres) would be permitted for MBU uses at a maximum floor area ratio of 0.25, which would allow for development of approximately 761,102 square feet of building space. This would result in an overall decrease in MBU square footage by approximately 574,752 square feet in Phase 1 to 1,152,827 square feet at buildout. The Specific Plan Amendment would not allow warehouse uses. In addition, ~~However~~ a portion of the Phase 2 area would not be subject to the Specific Plan Amendment so Phase 2 future buildout would include development of Phase 2 west of Indian Avenue with MBU uses and development of the area east of Indian Avenue with approximately 615 dwelling units pursuant to the existing Harvest Landing Specific Plan designations and entitlements. The development standards set forth in the 2011 Harvest Landing Specific Plan and the mitigation measures set forth in the 2008 Harvest Landing Specific Plan EIR would apply to future housing development within the area excluded from the proposed Specific Plan Amendment. Therefore, this alternative would allow for the ~~include~~ development of approximately 2,829,125 ~~3,403,877~~ square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-

acre sports park. As with the Project, the entire 358.28-acre developable portion of the site would be developed. Areas planned for physical impact on and offsite would be identical to those required for development of the proposed Project. This alternative would still require a Specific Plan Amendment, General Plan Amendment, and Zone Change.

Alternative 4 Land Use Plan



Harvest Landing Retail Center & Business Park Project
City of Perris

Figure 8-1

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8.9.1 Environmental Impacts

Aesthetics

While onsite density would increase with development compared to the existing setting, this alternative would be visually compatible with surrounding residential and industrial development in the vicinity of the Specific Plan Area. Further, the Phase 1 MBU development square footage would be reduced, resulting in increased setbacks. However, due to the inclusion of residential uses within the Phase 2 area, onsite development has the potential to be internally incompatible due to the variety in different uses onsite. This alternative would introduce new sources of light and glare but would be similarly subject to the Perris Municipal Code. This alternative would result in less than significant impacts related to aesthetics and, therefore, would be consistent with the Project's impact.

Agricultural and Forestry Resources

Development of this alternative would result in a conversion of approximately 301.19 acres of Farmland of Local Importance. Per Section 21060.1 of the CEQA Guidelines, Farmland of Local Importance is not considered Prime, Unique, or of Statewide Importance. Because there is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance at the Project site, impacts would be less than significant. Therefore, impacts would be less than significant and impacts from this alternative would be consistent with Project impacts.

Air Quality

As the overall acreage would be disturbed, the construction of the Reduced Phase 1 MBU and Phase 2 Residential Alternative would result in similar regional construction emissions as those from the proposed Project. Phase 1 building construction emissions would be reduced due to the decreased MBU square footage. However, due to the amount of Phase 2 residences that would be constructed under this alternative, Phase 2 building construction emissions may be greater than those resulting from the proposed Project. Therefore, this alternative would not avoid the Project's significant and unavoidable regional construction air quality impacts and Mitigation Measures AQ-1 through AQ-8 would be required.

This alternative would result in a net reduction of 5,282 ~~3,486~~ daily trips, including 1,211 ~~1,327~~ fewer truck trips, compared to the proposed Project. Table 8-4 shows the resulting regional operational emissions from buildout of the Reduced Phase 1 MBU & Phase 2 Residential Alternative utilizing the South Coast AQMD's recommended truck trip lengths without mitigation. As shown, like the proposed Project, emissions would exceed the South Coast AQMD thresholds of significance for VOC, NOx, CO, PM_{10}, and $PM_{2.5}$ at buildout of Alternative 4. Therefore, while emissions from operation of the Phase 2 Residential Alternative would be reduced in comparison to the proposed Project (see Table 5.3-14 in Section 5.3, *Air Quality*), this alternative would not avoid the Project's significant and unavoidable impacts related to regional operational air quality emissions. Further, due to the land use changes associated with the Phase 1 development and Phase 2 MBU development under this alternative, the alternative may still conflict with the AQMP. This alternative would also be required to implement Mitigation Measures AQ-9 through AQ-20 to reduce emissions to the maximum extent feasible. Further, additional mitigation measures and regulatory requirements (such as rooftop solar) set forth within the 2008 Harvest Landing Specific Plan EIR applying to any sports park and residential development north of Orange Avenue ~~residential operations~~ would be implemented under this alternative.

Table 8-11: Reduced Phase 1 MBU & Phase 2 Residential Alternative Regional Operational Emissions

Source	Emissions (lbs/day)					
	VOC	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Summer						
Mobile Source	153.87	190.02	956.50	3.25	253.14	66.97
Area Source	129.93	11.85	197.20	0.08	1.12	1.04
Energy Source	0.30	5.43	3.40	0.04	0.43	0.43
Stationary Source	12.30	34.40	31.38	0.06	1.81	1.81
Gasoline Dispensing	9.35	0	0	0	0	0
Onsite Cargo Equipment	1.45	4.71	202	0	0.38	0.35
Total Maximum Daily Emissions	**307.20**	**246.41**	**1,390.47**	**3.42**	**256.88**	**70.60**
South Coast AQMD Regional Thresholds of significance	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	144.68	200.94	840.44	3.11	253.14	66.97
Area Source	100.97	0	0	0	0	0
Energy Source	0.30	5.43	3.40	0.04	0.43	0.43
Stationary Source	12.30	34.40	31.38	0.06	1.81	1.81
Gasoline Dispensing	9.35	0	0	0	0	0
Onsite Cargo Equipment	1.45	4.71	202	0	0.38	0.35
Total Maximum Daily Emissions	**269.06**	**245.48**	**1,077.22**	**3.20**	**255.76**	**69.55**
South Coast AQMD Regional Thresholds of Significance	*55*	*55*	*550*	150	150	*55*
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Urban Crossroads, 2025 (EIR Appendix W)

~~**Table 8-12: Phase 2 Residential Alternative Regional Operational Emissions**~~

~~Source~~	~~Emissions (lbs/day)~~					
	~~**VOC**~~	~~**NO_X**~~	~~**CO**~~	~~**SO_X**~~	~~**PM_{10}**~~	~~**$PM_{2.5}$**~~
~~Summer~~						
~~Mobile Source~~	~~149.41~~	~~191.57~~	~~959.62~~	~~3.29~~	~~256.21~~	~~67.75~~
~~Area Source~~	~~136.02~~	~~11.93~~	~~206.48~~	~~0.08~~	~~1.14~~	~~1.06~~
~~Energy Source~~	~~0.31~~	~~5.43~~	~~3.40~~	~~0.03~~	~~0.43~~	~~0.43~~
~~Stationary Source~~	~~12.80~~	~~35.78~~	~~32.64~~	~~0.06~~	~~1.88~~	~~1.88~~
~~Gasoline Dispensing~~	~~9.35~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~	~~0.00~~

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Onsite Cargo Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	**309.33**	**249.41**	**1,404.14**	**3.46**	**260.04**	**71.48**
South Coast AQMD Regional Thresholds	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**
Winter						
Mobile Source	140.83	202.57	842.06	3.15	256.22	67.76
Area Source	105.53	10.20	4.34	0.07	0.82	0.82
Energy Source	0.31	5.43	3.40	0.03	0.43	0.43
Stationary Source	12.80	35.78	32.64	0.06	1.88	1.88
Gasoline Dispensing	9.35	0.00	0.00	0.00	0.00	0.00
Onsite Cargo Equipment	1.45	4.71	202.00	0.00	0.38	0.35
Total Maximum Daily Emissions	**270.27**	**258.69**	**1,084.44**	**3.31**	**259.73**	**71.24**
South Coast AQMD Regional Thresholds of significance	55	55	550	150	150	55
Threshold Exceeded?	**YES**	**YES**	**YES**	**NO**	**YES**	**YES**

Source: Urban Crossroads, 2025 (EIR Appendix W)

While Project impacts to sensitive receptors would be less than significant, this alternative would not include development of industrial uses within the Phase 2 area east of Indian Avenue and instead would allow the development of residential uses under the existing Harvest Landing Specific Plan. Therefore, this alternative would result in less MBU development and increased setbacks between ~~the~~ any future MBU buildings and existing sensitive receptors in the surrounding vicinity (Val Verde Elementary School and residences along Barrett Avenue). As shown in Table 5.3-49, the maximum combined construction and operational health risks would be 7.55 in one million at the existing residences along Barrett Avenue (96 feet away from the property line) with development of the overlay with implementation of all applicable mitigation. These health risk levels would result from development of a total of 5,735,535 square feet of MBU uses. In comparison to the proposed Project, this alternative would result in development of approximately 2,829,125 square feet of MBU uses. The substantial decrease in MBU square footage would result in a proportional decrease in health risks to existing sensitive receptors and likely avoid the need for Mitigation Measure AQ-21. However, future residential uses could be developed in close proximity to proposed diesel particulate matter emitting uses. As such, new residential receptors north of Orange Avenue would ~~may~~ be exposed to diesel particulate matter from operation of the proposed industrial uses and related truck emissions. However, potential impacts to these future residences would not be greater than the impacts shown in Table 5.3-49 for the existing sensitive receptors due to the substantial reduction in MBU square footage and the setbacks from the proposed MBU uses. In addition, the parcel hub would be set back approximately 2,120 feet from the Phase 2 residential uses that could be developed north of Orange Avenue, which would reduce potential air quality or health risk impacts to those residents. Potential impacts to future residential uses would be less than significant. ~~concentrations leading to increased health risks, which would require additional mitigation such as MERV filters or screening requirements for proposed residences.~~ Furthermore, mitigation measures set forth within the 2008 Harvest Landing Specific Plan EIR, which would apply to any residential development north of Orange Avenue within the area not included in the proposed Specific Plan Amendment, require installation of MERV filters in all residences. Therefore, while this alternative would not avoid the

Project's significant and unavoidable regional air quality impacts or conflict with the AQMP, impacts would be reduced in comparison to the proposed Project.

Biological Resources

As the Reduced Phase 1 MBU and Phase 2 Residential Alternative would disturb the same acreage as the proposed Project, this alternative would result in largely the same potential impacts to biological resources. Development of this alternative would require removal of existing vegetation, including shrubs, which provide nesting habitat for Migratory Bird species. Further, this alternative would result in the removal of onsite habitat for burrowing owl and the disturbance of two onsite drainages. As such, the potential impacts to biological resources at the Project site would be similar to the Project and require Mitigation Measures BIO-1 through BIO-3 to reduce potential impacts to nesting birds. These mitigation measures would also reduce potential impacts from this alternative to a less than significant level. Overall, this alternative would result in less than significant impacts to biological resources and, therefore, would be consistent with the Project's impact.

Cultural Resources

Potential archaeological impacts would be similar to those resulting from the proposed Project as grading and excavation would be required across the same acreage. As such, the potential impacts to cultural resources at the Project site would be similar to the Project and require Mitigation Measures CUL-1and CUL-2 to reduce potential Project impacts to previously undiscovered archaeological resources and human remains. Therefore, impacts from this alternative would be similar compared to the Project, and archaeological mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to cultural resources, and therefore, would be consistent with the Project's impact.

Energy

This alternative would result in a decrease in electricity demand for Phase 1 due to the decrease in MBU square footage, but an increase in the demand for electricity at full Specific Plan buildout in comparison to the proposed Project due to the residential uses onsite. This alternative would also be required to be in compliance with Title 24 requirements. The Project would require the use of diesel fuel for trucking operations; this alternative would greatly reduce the use of diesel fuel due to the decreased MBU square footage in Phase 1 and Phase 2. As shown in Table 8-4, this alternative would reduce vehicle trips to the site by 5,282 ~~3,486~~ daily trips and therefore would reduce the consumption of gasoline. Therefore, impacts to energy from the Reduced Phase 1 MBU and Phase 2 Residential Alternative would be neutral in comparison those associated with the proposed Project and would remain less than significant.

Geology and Soils

Potential impacts related to the potential for additional workers, residents, buildings, and structures to experience seismic ground shaking, liquefaction, lateral spreading, subsidence, or collapse within the Project site would be similar to the Project. Soil erosion impacts would also be less than significant due to compliance with water quality standards, and new development would be required to comply with regulatory requirements regarding geologic considerations such as seismic hazards from ground shaking. Further, as this alternative would disturb the entire Specific Plan Area, it would require implementation of Mitigation Measure GEO-1 which requires paleontological monitoring. With implementation of Mitigation Measure GEO-1, potential impacts from construction of the Phase 2 Residential Alternative would be reduced to a less-than-significant level. Overall, this alternative would result in less than significant impacts to geology and soils with mitigation and, therefore, would be consistent with the Project's impact.

Greenhouse Gas Emissions

This alternative would result in a net reduction of 5,282 ~~3,486~~ daily trips, including 1,211 ~~1,327~~ fewer truck trips, compared to the proposed Project. Table 8-5 shows the resulting regional operational emissions from buildout of the Phase 2 Residential Alternative utilizing the South Coast AQMD's recommended truck trip lengths without mitigation. As shown, like the proposed Project, emissions would exceed the South Coast AQMD's 3,000 $MTCO_2e$ threshold of significance for greenhouse gas emissions. Therefore, while emissions from operation of the Reduced Phase 1 MBU and Phase 2 Residential Alternative would be reduced in comparison to the proposed Project (see Table 5.8-2 in Section 5.8, *Greenhouse Gas Emissions*), this alternative would not avoid the Project's significant and unavoidable impacts related to greenhouse gas emissions or conflict with GHG reduction plans. Further, this alternative would also be required to implement Mitigation Measures AQ-1 through AQ-20 and GHG-1 through GHG-4 to reduce emissions to the maximum extent feasible. Further, mitigation measures set forth in the 2008 Harvest Landing Specific Plan EIR would be applicable to any residential development in the area not included within the proposed Specific Plan Amendment. Therefore, while this alternative would not avoid the Project's significant and unavoidable greenhouse gas impacts, impacts would be reduced in comparison to the proposed Project.

Table 8-13: Reduced Phase 1 MBU & Phase 2 Residential Alternative GHG Emissions

Source	Emission (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Phase 1 (2026)					
Annual construction-related emissions amortized over 30 years	170.97	0.00	0.01	0.15	175.48
Mobile Source	31,449.04	1.54	2.27	46.91	32,209.98
Area Source	39.61	0.00	0.00	0.00	39.75
Energy Source	3,685.48	0.35	0.04	0.00	3,705.36
Water Source	577.59	13.11	0.32	0.00	999.27
Waste Source	296.82	29.67	0.00	0.00	1,038.47
Refrigeration	0.00	0.00	0.00	257.04	257.04
Stationary Source	68.54	0.00	0.00	0.00	68.77
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO_2e (All Sources)	**38,778.37**				
Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	17,102.57	0.49	1.80	17.01	17,669.27
Area Source	191.42	0.00	0.00	0.00	191.73
Energy Source	4,528.56	0.55	0.06	0.00	4,560.67
Water Source	478.88	13.47	0.32	0.00	912.23

Source	Emission (metric tons per year)				
	CO_2	**CH_4**	**N_2O**	**Refrigerants**	**Total CO_2e**
Waste Source	227.89	22.78	0.00	0.00	797.32
Refrigeration	0.00	0.00	0.00	26.71	26.71
Stationary Source	79.97	0.00	0.00	0.00	80.23
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO_2e (All Sources)	**24,955.25**				
Phase 1 + Phase 2 (2030)					
Annual construction-related emissions amortized over 30 years	595.25	0.01	0.04	0.43	608.32
Mobile Source	46,071.72	1.82	3.83	46.86	47,306.87
Area Source	231.03	0.00	0.00	0.00	231.48
Energy Source	7,433.07	0.90	0.10	0.00	7,485.06
Water Source	945.41	26.58	0.64	0.00	1,800.43
Waste Source	524.71	52.45	0.00	0.00	1,835.79
Refrigeration	0.00	0.00	0.00	283.75	283.75
Stationary Source	142.80	0.00	0.00	0.00	143.27
Onsite Equipment	0.00	0.00	0.00	0.00	615.88
Total CO_2e (All Sources)	**60,310.86**				

~~Source~~	~~Emission (metric tons per year)~~				
	~~CO_2~~	~~CH_4~~	~~N_2O~~	~~Refrigerants~~	~~Total CO_2e~~
~~Phase 1 (2026)~~					
~~Annual construction-related emissions amortized over 30 years~~	~~170.97~~	~~0.00~~	~~0.01~~	~~0.15~~	~~175.48~~
~~Mobile Source~~	~~32,009.86~~	~~1.57~~	~~2.31~~	~~47.71~~	~~32,784.17~~
~~Area Source~~	~~43.93~~	~~0.00~~	~~0.00~~	~~0.00~~	~~44.09~~
~~Energy Source~~	~~3,839.67~~	~~0.36~~	~~0.04~~	~~0.00~~	~~3,860.45~~
~~Water Source~~	~~645.99~~	~~14.72~~	~~0.35~~	~~0.00~~	~~1,119.46~~
~~Waste Source~~	~~314.72~~	~~31.45~~	~~0.00~~	~~0.00~~	~~1,101.08~~
~~Refrigeration~~	~~0.00~~	~~0.00~~	~~0.00~~	~~257.04~~	~~257.04~~
~~Stationary Source~~	~~68.54~~	~~0.00~~	~~0.00~~	~~0.00~~	~~68.77~~

Source	Emission (metric tons per year)				
	CO_2	CH_4	N_2O	Refrigerants	Total CO_2e
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO_2e (All Sources)	**39,694.80**				
	Phase 2 (2030)				
Annual construction-related emissions amortized over 30 years	424.28	0.01	0.03	0.28	432.84
Mobile Source	17,102.57	0.49	1.80	17.01	17,669.27
Area Source	191.42	0.00	0.00	0.00	191.73
Energy Source	4,528.56	0.55	0.06	0.00	4,560.67
Water Source	478.88	13.47	0.32	0.00	912.23
Waste Source	227.89	22.78	0.00	0.00	797.32
Refrigeration	0.00	0.00	0.00	26.71	26.71
Stationary Source	79.97	0.00	0.00	0.00	80.23
Onsite Equipment	0.00	0.00	0.00	0.00	284.25
Total CO_2e (All Sources)	**24,955.25**				
	Phase 1 + Phase 2 (2030)				
Annual construction-related emissions amortized over 30 years	595.25	0.01	0.04	0.43	608.32
Mobile Source	46,579.53	1.82	3.88	47.16	47,827.58
Area Source	235.35	0.01	0.00	0.00	235.82
Energy Source	7,549.22	0.91	0.10	0.00	7,602.12
Water Source	1,000.79	28.18	0.68	0.00	1,907.61
Waste Source	542.61	54.23	0.00	0.00	1,898.40
Refrigeration	0.00	0.00	0.00	283.74	283.74
Stationary Source	148.51	0.01	0.00	0.00	149.01
Onsite Equipment	0.00	0.00	0.00	0.00	615.88
Total CO_2e (All Sources)	**61,128.47**				

Source: Urban Crossroads, 2025 (EIR Appendix W)

Hazards and Hazardous Materials

Under this alternative, demolition of existing residential structures onsite and potential demolition of Val Verde Elementary School would occur and removal and disposal of asbestos and lead based materials would occur. Like the proposed Project, construction of this alternative would be required to comply with existing regulations regarding the transport, use, and disposal of hazardous materials. In addition, this

alternative would likely require the same utilization of hazardous materials during operation, including diesel particulate matter, as the proposed Project. However, unlike the proposed Project, this alternative would place residential development within ~~in~~ March ARB/IPA ALUCP Compatibility Zone C2. Overall, this alternative would result in less than significant impacts to hazards and hazardous materials and, therefore, would be consistent with the Project's impact.

Hydrology and Water Quality

It is likely that development of this alternative would result in a decrease in impermeable surfaces compared to those required for development of the Project due to the development of the 16.5-acre sports park and additional recreational facilities in the residential portion of Phase 2. Construction of the alternative would still require construction of the same drainage facilities in the Phase 1 area and disturbance of existing onsite drainages. In addition, preparation of a SWPPP and WQMP would be required for future development in Phase 2 for this alternative. Overall, this alternative would result in less than significant impacts related to hydrology and water quality but would result in a decrease in impacts in comparison to the proposed Project.

Land Use

Both the Project and the Reduced Phase 1 MBU and Phase 2 Residential Alternative would be consistent with the environmental goals and policies of the City of Perris General Plan and Connect SoCal 2020. With implementation of measures to address other environmental issues (e.g., biological resources, cultural resources, etc.), potential impacts due to land use compatibility under both the Project and this alternative would remain less than significant. This alternative would also not physically disrupt or divide the arrangement of an established community. Overall, impacts related to land use and planning from the Reduced Phase 1 MBU and Phase 2 Residential Alternative would be less than significant and, therefore, would be consistent with the Project's impacts.

Noise

This alternative would result in a net reduction of 5,282 ~~3,486~~ daily trips, including 1,211 ~~1,327~~ fewer truck trips, compared to the proposed Project. Using the same roadway segments identified in the 2025 Noise Study, the offsite traffic noise levels were calculated for the Reduced Phase 1 MBU and Phase 2 Residential Alternative based on the Average Daily Traffic Volumes presented in the Traffic Impact Analysis included in EIR Appendix R. Table 8-6 shows a summary of the Reduced Phase 1 MBU and Phase 2 Residential Alternative offsite traffic noise levels for each traffic scenarios outlined in the Traffic Impact Analysis. As shown, the offsite traffic noise levels for the alternative would range from 0.1 to 8.3 dBA CNEL in comparison to the Project's traffic noise levels, which would range from 0.1 to 10.6 dBA CNEL. As shown on Table 8-7, traffic noise levels would continue to exceed thresholds along Barrett Avenue between Orange Avenue and Placentia Avenue. Therefore, while traffic noise levels would be reduced in comparison to the Project, this alternative would not avoid the Project's significant and unavoidable traffic noise impact.

Short-term noise and vibration impacts during construction would be similar to the Project as the entire Specific Plan Area would be developed. The Reduced Phase 1 MBU and Phase 2 Residential Alternative is not expected to include any different, specific type of operational noise (stationary source) levels beyond the typical noise sources associated with residential land use. This includes residents moving around the site, parking activities, air conditioning units and background outdoor activities. Residential land use is generally considered noise-sensitive receiving land use. In addition, the potential noise source activities from the 16.5-acre sports park are not expected to take place during the noise sensitive nighttime hours. Like the Project, long-term operational noise would not expose nearby sensitive receivers to noise levels over the City's daytime noise standards. However, due to the less intense industrial development within the Phase 1 and Phase 2 areas under this alternative and increased distance between offsite sensitive land uses and

proposed industrial uses, impacts would be reduced under the Reduced Phase 1 MBU and Phase 2 Residential Alternative as compared to the Project. However, proposed MBU uses within the Phase 2 area would require additional noise screening, as required by the City's Good Neighbor Guidelines, to ensure that ~~the Phase 2 onsite~~ any future residential receivers in the area excluded from the Specific Plan Amendment would not be exposed to noise levels exceeding City standards. Given the distance between any future residential receiver in the area excluded from the Specific Plan Amendment is equal or greater than the distance of the proposed Project to existing residential receivers along Barrett Avenue, operational onsite noise impacts would be equal to or reduced compared to those identified for the proposed Project. Further, the proposed parcel hub building would be located approximately 2,120 feet from any future residential uses north of Orange Avenue, which would reduce any potential operational noise impacts. Therefore, this alternative would result in fewer impacts than those associated with the Project; however, this alternative would not avoid the Project's significant and unavoidable traffic noise impact.

Table 8-14: Alternative 4 Traffic Noise Levels

ID	Road	Segment	Incremental Noise Level Increase (dBA CNEL)							
			2025 Noise Study				~~Ph2 Residential Alt.~~ Alternative 4			
			E	2026	2030	2045	E	2026	2030	2045
1	Indian Ave	between Placentia Ave and Orange Ave	1.1	0.3	0.9	0.6	1.1	0.3	0.9	0.6
2	Orange Ave	between Indian Ave and Perris Blvd	0.9	0.6	0.7	0.7	0.9	0.6	0.7	0.7
3	Perris Blvd	between Orange Aven and Citrus Ave	0.6	0.4	0.4	0.4	0.6	0.4	0.4	0.4
4	Barrett Ave	between Placentia Ave and Orange Ave	7.1	5.8	6.4	6.3	7.1	5.8	6.4	6.3
5	Perris Blvd	between Placentia Ave and Orange Ave	0.5	0.3	0.2	0.2	0.5	0.3	0.2	0.2
6	Perris Blvd	between Rider St and Placentia Ave	0.5	0.2	0.3	0.3	0.5	0.2	0.3	0.3
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	0.8	0.7	0.6	0.6	0.8	0.7	0.6	0.6
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	10.0	5.6	9.4	8.2	7.9	5.6	7.4	6.3
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	9.2	8.0	8.5	7.3	7.6	8.0	6.9	5.8
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	10.6	0.3	9.9	8.7	8.3	0.3	7.6	6.5
11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	0.3	0.1	0.1	0.1	0.3	0.1	0.1	0.1

ID	Road	Segment	Incremental Noise Level Increase (dBA CNEL)							
			2025 Noise Study				~~Ph2 Residential Alt.~~ Alternative 4			
			E	2026	2030	2045	E	2026	2030	2045
12	Perris Blvd	between Citrus Ave and Nuevo Rd	1.5	1.0	1.0	0.9	1.5	1.0	1.0	0.9
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	5.5	1.4	3.8	3.8	4.0	1.4	2.7	2.7
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	1.0	0.5	0.6	0.6	1.0	0.5	0.6	0.6
15	Placentia Ave	between Indian Ave and Perris Blvd	2.0	0.8	1.0	1.0	2.0	0.8	1.0	1.0

Source: Urban Crossroads, 2025 (EIR Appendix W)

Table 8-15: Alternative 4 Traffic Noise Impact Summary

ID	Road	Segment	Incremental Noise Level Increase Threshold Exceeded?[1]							
			2025 Noise Study				~~Ph2 Residential Alt.~~ Alternative 4			
			E	2026	2030	2045	E	2026	2030	2045
1	Indian Ave	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
2	Orange Ave	between Indian Ave and Perris Blvd	No	No	No	No	No	No	No	No
3	Perris Blvd	between Orange Aven and Citrus Ave	No	No	No	No	No	No	No	No
4	Barrett Ave	between Placentia Ave and Orange Ave	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
5	Perris Blvd	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
6	Perris Blvd	between Rider St and Placentia Ave	No	No	No	No	No	No	No	No
7	Nuevo Rd	between Perris Blvd and I-215 NB Ramps	No	No	No	No	No	No	No	No
8	I-215 Frontage Rd	between Placentia Ave and Orange Ave	No	No	No	No	No	No	No	No
9	I-215 Frontage Rd	between Orange Ave and Nuevo Rd	No	No	No	No	No	No	No	No
10	Orange Ave	between I-215 Frontage Rd and Indian Ave	No	No	No	No	No	No	No	No

11	Nuevo Rd	between I-215 NB Ramps and I-215 SB Ramps	No	No	No	No	No	No	No	No
12	Perris Blvd	between Citrus Ave and Nuevo Rd	No	No	No	No	No	No	No	No
13	Placentia Ave	between I-215 NB Ramps and I-215 SB Ramps	No	No	No	No	No	No	No	No
14	Placentia Ave	between I-215 NB Ramps and Indian Ave	No	No	No	No	No	No	No	No
15	Placentia Ave	between Indian Ave and Perris Blvd	**Yes**	No	No	No	**Yes**	No	No	No

[1] Does the Project create an incremental noise level increase exceeding the significance criteria?
Source: Urban Crossroads, 2025 (EIR Appendix W)

Population and Housing

Based on the Riverside County General Plan's employee generation ratio of one worker for 1,030 square feet of MBU building area and one worker for every 500 square feet of commercial building area, this alternative would result in the need for approximately 3,603 ~~2,873~~ employees compared to the Project's 6,427 employees at full Specific Plan Buildout. As discussed in the 2008 Harvest Landing Specific Plan EIR, development of the 615 residences within the Phase 2 portion east of Indian Avenue would result in approximately 2,294 residents onsite. Therefore, this Alternative would result in a reduction of people onsite compared to the 6,427 jobs that would occur under buildout of the proposed Project. Therefore, this population and employment increase would be within the SCAG growth projections from 2016 to 2045. Thus, this alternative would not result in unplanned growth inducing impacts or displacement of population and housing. Therefore, this alternative would result in similar less than significant impacts as the Project.

Public Services

Construction of this alternative would result in generally similar impacts and result in a similar demand for sheriff services. The same fire and sheriff's stations would serve the alternative, however the increase in the amount of residential occupants onsite would likely increase the number of service calls received by these public services compared to the Project. In addition, due to the amount of housing that would be developed by this Alternative, it would result in an increase in school aged children and increased need for public school services. In addition, this alternative would also require the payment of development impact fees imposed by Perris Ordinance No. 1182 and Government Code Section 65995 et seq. Through implementation of regulatory requirements, impacts would be less than significant. While this alternative would result in similar less than significant impacts as the Project, the potential impacts would be increased with the Phase 2 Residential Alternative.

Recreation

While this alternative would result in an additional 2,294 residents onsite, which would not occur under buildout of the Project, the Reduced Phase 1 MBU and Phase 2 Residential Alternative would include a 16.5-acre sports park to satisfy the City of Perris requirements of five acres per 1,000 residents. In addition, this alternative would be required to implement all the same Project mitigation measures related to construction for construction of the alternative's 16.5 acres of recreational and open spaces. Therefore, this alternative

would result in similar less than significant impacts as the Project, the demand for recreational services would be increased with the Phase 2 Residential Alternative.

Transportation

Under this alternative, development of the Phase 2 Residential Alternative would result in approximately 36,652 ~~36,837~~ daily trips, as shown in Table 8-8.

Table 8-16: Alternative 4 Trip Generation

				AM Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
PHASE 1 Total Vehicle Trip Generation									
PHASE 1 Industrial									
Phase 1 MBU Area (0.25 FAR)	761.102	TSF	2,565	54	13	66	36	56	91
Parcel Hub (Building 1)	391.725	TSF	1,814	137	137	274	170	80	251
PHASE 1 Commercial									
Total Medical Office Trip Generation	5.500	TSF	198	13	4	17	6	15	21
Total Large Format Retail Anchor Trip Generation	167.050	TSF	7,258	136	111	246	186	215	401
Total Shopping Center Generation	189.845	TSF	7,026	99	61	159	220	238	458
Total Supermarket Trip Generation	23.256	TSF	1,877	31	22	53	59	65	123
Total Fast Casual Restaurant Trip Generation	8.934	TSF	720	5	5	10	43	28	71
Total High Turnover Restaurant Trip Generation	21.122	TSF	1,879	82	77	160	46	24	70
Total Fast Food Restaurant Trip Generation	11.000	TSF	2,134	93	102	195	25	19	43
Total Coffee/Donut Shop Restaurant Trip Generation	1.800	TSF	399	29	32	61	11	9	20
Total Gasoline/Service Station Trip Generation	12	VFP	763	18	18	36	27	29	56
COMMERCIAL TOTAL	**428.507**	**KSF**	**22,254**	**505**	**433**	**938**	**622**	**642**	**1,263**
Phase 1 Total Project Passenger Car Trip Generation			25,973	672	563	1,235	808	764	1,571
Phase 1 Total Project Truck Trip Generation (Non PCE)			523	660	24	19	43	20	14
Phase 1 Total Project Trip Generation (Non PCE)			26,632	696	582	1,278	828	778	1,605
PHASE 2 Total Vehicle Trip Generation									
Industrial Park	1,676.298	TSF	5,649	462	108	570	125	445	570
Low Residential[14]	110	DU	1,037	20	57	77	65	38	103
Med Residential[15]	160	DU	1,078	15	49	64	51	31	82
High Residential[16]	345	DU	1,566	30	98	128	82	53	135
RESIDENTIAL TOTAL	**615**	**DU**	**3,682**	**65**	**204**	**269**	**198**	**122**	**320**
Sport Park	16.5	Acres	689	15	12	27	39	39	78
Phase 2 Total Project Passenger Car Trip Generation			9,066	487	312	798	348	553	900
Phase 2 Total Project Truck Trip Generation (Non PCE)			954	54	13	68	14	53	67
Phase 2 Total Project Trip Generation (Non PCE)			10,020	541	324	866	362	606	967
Total Project Passenger Car Trip Generation			**35,039**	**1,159**	**875**	**2,033**	**1,156**	**1,317**	**2,471**
Total Project Truck Trip Generation (Non PCE)			**1,614**	**78**	**32**	**111**	**34**	**67**	**101**
Total Project Trip Generation (Non PCE)			**36,652**	**1,237**	**907**	**2,144**	**1,190**	**1,384**	**2,572**

				AM Peak Hour			PM Peak Hour		
Land Use	-	Units	Daily	In	Out	Total	In	Out	Total
PHASE 1 Total Vehicle Trip Generation									
PHASE 1 Industrial									
TUMF High Cube (Building 2, 6, and 7)	1,207.000	TSF	2,105	85	20	105	56	88	145
Parcel Hub (Building 1)	322.079	TSF	1,491	113	113	225	140	66	206
General Light Industrial (Building 3, 4, and 5)	198.500	TSF	967	129	18	147	18	111	129
PHASE 1 Commercial									
Total Medical Office Trip Generation			198	13	4	17	6	15	21
Total Retail Trip Generation	-	-	7,258	136	111	246	186	215	401
Total Retail Trip Generation	-	-	7,026	99	61	159	220	238	458
Total Retail Trip Generation	-	-	1,877	31	22	53	59	65	123
Total Restaurant Trip Generation	-	-	720	5	5	10	43	28	71
Total Restaurant Trip Generation	-	-	1,879	82	77	160	46	24	70
Total Restaurant Trip Generation	-	-	2,134	93	102	195	25	19	43
Total Restaurant Trip Generation	-	-	399	29	32	61	11	9	20
Total Retail Trip Generation	-	-	763	18	18	36	27	29	56
COMMERCIAL TOTAL	**428.507**	**KSF**	**22,254**	**505**	**433**	**938**	**622**	**642**	**1,263**
Phase 1 Total Project Passenger Car Trip Generation	-	-	26,272	801	565	1,366	819	891	1,709
Phase 1 Total Project Truck Trip Generation (Non PCE)	-	-	545	32	18	49	17	16	34
Phase 1 Total Project Trip Generation (Non PCE)	-	-	26,817	832	583	1,415	836	907	1,743
Phase 1 Total Project Trip Generation (PCE)	-	-	27,631	879	610	1,489	863	932	1,793
PHASE 2 Total Vehicle Trip Generation									
Industrial Park	1,676.298	TSF	5,649	462	108	570	125	445	570
Low Residential[14]	110	DU	1,037	20	57	77	65	38	103
Med Residential[15]	160	DU	1,078	15	49	64	51	31	82
High Residential[16]	345	DU	1,566	30	98	128	82	53	135
Total Residential Trip Generation	-	-	3,682	65	204	269	198	122	320
-	-	-	-	-	-	-	-	-	-
Sport Park	16.5	Acres	689	15	12	27	39	39	78
Phase 2 Total Project Passenger Car Trip Generation	-	-	9,066	487	312	798	348	553	900

				AM Peak Hour			PM Peak Hour		
Land Use	Units	Daily	In	Out	Total	In	Out	Total
Phase 2 Total Project Truck Trip Generation (Non PCE)	-	954	54	13	68	14	53	67
Phase 2 Total Project Trip Generation (Non PCE)	-	10,020	541	324	866	362	606	967
Phase 2 Total Project Trip Generation (PCE)	-	11,446	623	344	967	383	685	1,067
Total Project Passenger Car Trip Generation	-	35,338	1,288	877	2,164	1,167	1,444	2,609
Total Project Truck Trip Generation (Non PCE)	-	1,499	86	31	117	31	70	100
Total Project Trip Generation (Non PCE)	-	36,837	1,374	907	2,281	1,198	1,513	2,710

This alternative would result in substantially fewer trips than the Project, which is calculated to generate 40,321 daily trips including 2,778 AM peak hour and 3,106 PM peak hour trips. With respect to VMT, due to the continued inclusion of commercial uses and additional inclusion of residences compared to the Project, this alternative is unlikely to avoid the Project's significant and unavoidable Project-specific VMT impact. Therefore, it would be presumed that this alternative would result in significant and unavoidable impacts related to VMT, consistent with the proposed Project. Impacts from this alternative would be similar to the Project.

Tribal Cultural Resources

Potential tribal cultural resource impacts would be similar to those resulting from the proposed Project as grading and excavation would be required across the same acreage. As such, the impacts to tribal cultural resources at the Project site would be similar to the Project and require Mitigation Measures CUL-1 and CUL-2 to reduce potential Project impacts through tribal monitoring. Therefore, potential impacts from this alternative would be similar compared to the Project and mitigation would reduce potential impacts from this alternative to a less than significant level as with the Project. Overall, this alternative would result in less than significant impacts to tribal cultural resources and, therefore, would be consistent with the Project's impact.

Utilities and Service Systems

Both the Project and this alternative would require the construction of water, wastewater, stormwater drainage, electric power, natural gas, and telecommunication facilities onsite. Impacts associated with the provision of such facilities would be similar and would be less than significant with compliance to existing regulatory requirements. Due to the decrease in industrial development and increase in residential development, water demand would slightly increase under this alternative. However, water demand would continue to be within projected water demands projected by the EMWD UWMP. Similarly, the EMWD would have adequate capacity to treat wastewater generated under both the Project and this alternative; however, this alternative would generate more wastewater than the proposed Project. In addition, this alternative would be subject to City and State solid waste regulations and the alternative would not result in the generation of solid waste in excess of El Sobrante Landfill and/or Badlands Landfill capacity. Overall, while this alternative would result in less than significant impacts related to utilities and service systems, it would result in an increase in impacts in comparison to the proposed Project.

8.9.2 Conclusion

Ability to Reduce Impacts

This alternative would result in development of the entire 358.28-acre Specific Plan Area with approximately 2,829,125 ~~3,403,877~~ square feet of MBU uses, 428,507 square feet of commercial retail uses, 615 dwelling units, and a 16.5-acre sports park. All of the mitigation measures would still be applicable to this alternative and this alternative would not avoid the Project's significant and unavoidable air quality, greenhouse gas, traffic noise, or VMT impacts. However, this alternative would result in lessened impacts to 4 of the 18 environmental topics analyzed in this Draft EIR (see Table 8-9).

Ability to Achieve Project Objectives

As shown in Table 8-10 below, the Phase 1 Reduced MBU and Phase 2 Residential Alternative would partially meet all of the Project objectives, but not to the same extent as the proposed Project. Further, while this alternative would not amend the existing Harvest Landing Specific Plan in the Phase 2 area east of Indian Avenue, it would provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial, residential, and business park uses with supporting infrastructure facilities. ~~Further, it would decrease the amount of units that would be required to be offset elsewhere in the City under SB 330.~~

Section 8.10 Environmentally Superior Alternative

Based on public comments received on the Draft EIR and the City of Perris's proposed warehouse moratorium, Alternative 4 was revised to remove warehouses from Phase 1, as outlined below:

Table 8-17: Impact Comparison of the Proposed Project and Alternatives

	Proposed Project	Alternative 1 No Project/No Development	Alternative 2 No Project/ Buildout of Existing Harvest Landing Specific Plan	Alternative 3 Reduced Project Alternative	Alternative 4 Phase 1 Reduced MBU & Phase 2 Residential Alternative
Aesthetics	Less than significant	Less than Project	Consistent	Less than Project	Consistent
Agricultural and Forestry Resources	Less than significant	Less than Project	Less than Project	Less than Project	Consistent
Air Quality	Significant and unavoidable	Less than Project	Consistent	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable
Biological Resources	Less than significant with mitigation	Less than Project	Consistent	Consistent	Consistent
Cultural Resources	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Energy	Less than significant	Less than Project	Consistent	Less than Project	Consistent
Geology and Soils	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Greenhouse Gases	Significant and unavoidable	Less than Project	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable	Less than Project, still significant and unavoidable
Hazards and Hazardous Materials	Less than significant	Less than Project	Consistent	Consistent	Consistent
Hydrology and Water Quality	Less than significant	Less than Project	Less than Project	Less than Project	Less than the Project
Land Use and Planning	Less than significant	Less than Project	Consistent	Consistent	Consistent
Noise	Significant and unavoidable	Less than Project	Less than Project, less than significant	Less than Project, less than significant	Less than Project, still significant and unavoidable
Population and Housing	Less than significant	Less than Project	Greater than Project	Less than Project	Consistent
Public Services	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Recreation	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Transportation	Significant and unavoidable	Less than Project	Consistent	Consistent	Consistent
Tribal Cultural Resources	Less than significant with mitigation	Less than Project	Consistent	Less than Project	Consistent
Utilities and Service Systems	Less than significant	Less than Project	Greater than Project	Less than Project	Greater than Project
Reduce Impacts of the Project?		Yes	Yes	Yes	Yes
Areas of Reduced Impacts Compared to the Project		18	4	14	4

Table 8-18: Comparison of the Proposed Project and Alternatives' Ability to Meet Objectives

	Project	Alternative 1 No Project/No Development	Alternative 2 No Project/ Buildout of Existing Harvest Landing Specific Plan	Alternative 3 Reduced Project Alternative	Alternative 4 Phase 1 Reduced MBU & Phase 2 Residential Alternative
Amend the Harvest Landing Specific Plan to provide a comprehensive master plan for the Specific Plan Area to provide a mix of commercial and business park uses with supporting infrastructure facilities.	Yes	No	No	No	Yes, but to a lesser extent
Provide economic opportunities and job growth within the City of Perris by enhancing the community's available range of employment generating uses.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide additional retail and dining opportunities for residents and visitors within the City of Perris.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Develop an underutilized property located in vicinity to the I-215 and has access to available infrastructure, including roads and utilities to accommodate the growing need for goods movement within Southern California.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Allow for the accommodation of industrial, light manufacturing and assembly, warehouse distribution, and logistics buildings that are designed to attract a range of users and are economically competitive with other buildings of these types in the region.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Identify and provide for the installation and ongoing maintenance of water, sewer, drainage, and road facility infrastructure to adequately serve the Specific Plan area.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide guidelines and standards for building and site development aesthetics that provide a well-defined identity for the Specific Plan development.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent
Provide guidelines for sustainable development design that reduces potable water use, energy use, and fossil fuel consumption.	Yes	No	Yes, but to a lesser extent	Yes, but to a lesser extent	Yes, but to a lesser extent

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