DRAFT
ENVIRONMENTAL IMPACT REPORT

for the

CITY OF PERRIS TRUCK ROUTE PLAN UPDATE

(GPA 25-00002 and ZCA 25-00006)

SCH # 2025110111

Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570

Prepared by:

CADENCE
ENVIRONMENTAL CONSULTANTS

February 2026

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Lead Agency:

City of Perris
101 North D Street
Perris, CA 92570
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February 2026

The City of Perris has independently reviewed and approved for public review the information presented in this document.

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INTRODUCTION

This introduction is intended to provide the reader with general information regarding the subject of this Environmental Impact Report (EIR), the purpose for an EIR, standards for EIR adequacy, an introduction to the scope and content of this EIR, and the opportunities that will be provided for public participation in the project and EIR review process.

SUBJECT OF THIS EIR

This EIR addresses the environmental effects of the proposed amendments to the adopted truck routes in the Circulation Element of the City of Perris Comprehensive General Plan 2030 and the Perris Municipal Code. The California Environmental Quality Act (Public Resources Code §21000 et seq.) (CEQA) requires that public agencies consider the environmental consequences of projects over which they have discretionary approval authority.

Proposed Project

The City of Perris is proposing to comply with the requirements of Assembly Bill (AB) 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Addition of Case Road from Bonnie Drive to Watson Road: A new truck route is proposed to be included along Case Road between Bonnie Drive and Watson Road, as a recently approved industrial project (Conditional Use Permit 23-05047) is located at the southwest corner of Watson Road and Case Road. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

Removal of Ellis Avenue from McPherson Road to Goetz Road: The existing truck route along Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to residential zoned properties and remains unimproved west of A Street.

Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road: The existing truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a Floodway, where development rights are restricted.

Removal of San Jacinto Avenue between I-215 and Dunlap Drive: The existing truck route along San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the residential community and Bob Long Park to the north.

PURPOSE OF AN EIR

CEQA was enacted in 1970 with the objective to inform the public and decision-makers of the potential environmental impacts of a proposed project. CEQA requires agencies to consider the significant effects of a project and to reduce the significant environmental effects of a project by implementing feasible mitigation measures or alternatives to the project as proposed. The public agencies must consider the information in the EIR along with other information which may be presented to the agency when deciding whether to approve or deny a project. An EIR is also intended to be the primary reference document in the formulation and implementation of a mitigation monitoring and reporting program for an approved project.

CEQA applies to all discretionary actions proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary approval from the City of Perris and is, therefore, subject to CEQA. In addition to being the applicant for the proposed project, the City of Perris is the "Lead Agency" for the purpose of CEQA compliance. The Lead Agency is responsible for preparing the EIR in accordance with CEQA and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). As mandated by the CEQA Guidelines, this EIR has been subject to the City's internal review process and reflects the City's independent judgement and objectivity with regard to the scope, content, and adequacy of analysis.

No approval from other public agencies is required for permits, financing approval, or participation agreements. However, the project is subject to an administrative review by the Riverside County Airport Land Use Commission.

EIR ADEQUACY

The principal use of an EIR is to enable the Lead Agency and other responsible agencies to examine the overall effects of projects that could have one or more significant effects on the environment. The CEQA Guidelines require no particular level of detail for such a document; instead, Section 15151 of the CEQA Guidelines states that an EIR, regardless of the type:

> …should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure.

The critical factor is that an environmental analysis discloses all potential environmental consequences associated with the project implementation, while avoiding unnecessary, redundant environmental analysis. The California Supreme Court has explained that when an agency's prepared an EIR:

> [T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.][1]

EIR SCOPE AND CONTENT

Before beginning the preparation of a Draft EIR, the Lead Agency must decide which specific issues should be evaluated in the document. CEQA and the CEQA Guidelines identify various steps that lead agencies must take to define the scope and contents of an EIR, and also give lead agencies discretion to use additional "scoping" methods.

To determine the environmental issues that should be addressed in the Draft EIR, City of Perris prepared an Initial Study to evaluate the potential environmental impacts of the proposed project. Based on the analysis in the Initial Study, the City concluded that the project could have potentially significant impacts associated with the following environmental issues:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

All other environmental issues were either determined to have no impact or the impact of the proposed project was determined to be less than significant.

Input as to the scope of the Draft EIR was then obtained from interested public agencies and private parties through a Notice of Preparation of a Draft EIR review process and public Draft EIR scoping meeting. The Notice of Preparation was posted on the Governor's Office of Land Use and Climate Innovation CEQAnet Web Portal and at the Riverside County Clerk's office, and was circulated for a 30-day review period beginning on November 7, 2025 and ending on December 8, 2025. The Notice of Preparation and Initial Study are included as Appendix A to this EIR and the letters received by the City of Perris in response to the Notice of Preparation are included as Appendix B to this EIR.

Table 1-1 provides a summary of the letters received by the City of Perris in response to the Notice of Preparation along with a statement on how the comments have been addressed in the EIR.

In compliance with CEQA Guidelines Section 15201, the City of Perris also conducted a Draft EIR scoping meeting with the City of Perris Planning Commission and the public in the City Council Chambers on November 19, 2025. Written comment letters that were submitted by people in attendance are included as Appendix C to this EIR.

[1] *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 382.

TABLE 1-1: SUMMARY OF NOTICE OF PREPARATION RESPONSE LETTERS

Comment Letter and Comments	How Comments Are Addressed in the EIR
State Agencies	
California Native American Heritage Commission, November. 4, 2025	
This letter provides details regarding the mission of the Native American Heritage Commission, a background of Assembly Bill (AB) 52 and Senate Bill (SB) 18, and the Native American Heritage Commission's interest in the Project's cultural and historical impacts. The letter also details the requirements for CEQA compliance with AB 52 and SB 18, as well as the NAHC recommendations for conducting cultural resources assessments.	The City of Perris is in the process of consulting with local Native American tribes as required by AB 52 and SB 18. Potential impacts to cultural resources and tribal cultural resources have been evaluated in the Initial Study prepared for the proposed project. No further evaluation of impacts to cultural resources and tribal cultural resources are provided in this EIR.
Local Agencies	
Riverside County Transportation and Land Management Agency, December 5, 2025	
This letter acknowledges that Riverside County is undertaking a similar process to comply with AB 98. It also asks City staff to meet with County staff to discuss the proposed removal of San Jacinto Avenue as a truck route.	The City of Perris will meet with County staff to discuss the proposed project. This letter does not affect the content of the EIR.
City of Menifee, December 8, 2025	
This letter asks that the EIR evaluate how the proposed project–particularly the addition of a truck route on Case Road– may affect roadways within the City of Menifee. The City of Menifee is specifically concerned about a potential increase in eastbound traffic on Highway 74 within Menifee. The letter also requests that all future environmental notices and documents be provided to the City of Menifee.	All proposed changes to the truck routes within the City of Perris are located north of the City of Menifee. According to the modeling conducted for the Truck Route Plan Update Transportation Analysis prepared for the proposed project, the proposed project could result in an increase of approximately 11 trucks per day on Ethanac Road east of the I-215.
Organizations and Individuals	
Center for Community Action and Environmental Justice, December 8, 2025	
This letter asks the City to include adequate mitigation measures along the remaining designated truck routes. The letter also asks that the EIR process covers the requirements of SB 932 to further identify safety improvements that need to be made along truck routes.	The Initial Study and EIR evaluate the potential environmental impacts associated with the project as proposed by the City of Perris. Pursuant to CEQA Guidelines Section 15126.4, an EIR is required to describe feasible mitigation measures which could minimize significant adverse environmental impacts. Mitigation measures are not required when no impact would occur or if the potential impacts would be less than significant. Mitigation measures are also not required to address existing environmental conditions.

TABLE 1-1: SUMMARY OF NOTICE OF PREPARATION RESPONSE LETTERS

Comment Letter and Comments	How Comments Are Addressed in the EIR
Rutan & Tucker, LLP, December 9, 2025	
This letter is submitted on behalf of Golden Hill Country, LLC and Ranch Haven, LLC, which are the applicants of a project in Riverside County known as the Stoneridge Commerce Center. The letter objects to the proposed project. The commenter's project is proposing to utilize San Jacinto Avenue to access the I-215. The letter states that this truck route was "settled upon as a result of intense analysis of various alternatives that were triggered by the City's comments during the project's environmental review phase before the County of Riverside." The letter then explains the commenter's opinion that the proposal to de-designate San Jacinto Avenue is inconsistent with the requirements of AB 98 and that the truck traffic from the Stoneridge Commerce Center would be allowed to continue to use San Jacinto Avenue pursuant to that project's existing entitlements. The EIR would need to evaluate the VMT, air quality, and greenhouse gas impacts and how the modifications would interact with other projects in the area, including the Stoneridge Commerce Center.	It is important to note that the Stoneridge Commerce Center project has not been approved by the County of Riverside. As such, there are no existing entitlements for that project. The City of Perris agrees that the current truck routes proposed for the Stoneridge Commerce Center were developed after the City's comments submitted in response to the original Draft EIR which was published in 2022. The Recirculated Draft EIR for the Stoneridge Commerce Center was published on January 25, 2024. Alternative truck routes that would have traveled through other jurisdictions such as the City of Menifee were rejected because the analyzed roadways were not designated truck routes. AB 98 was signed into law on September 29, 2024. As such, the City of Perris is now required to comply with the provisions of AB 98 to protect its residents from the impacts associated with truck traffic. It is not the responsibility of the City of Perris to evaluate the impacts associated the proposed Stoneridge Commerce Center when that project has not been approved and entitled.

Table 1-2 provides a summary of the comments identified during the Draft EIR scoping meeting along with a statement on how the comments have been addressed in the EIR.

The input provided through the Notice of Preparation review period did not identify any additional topical areas of analysis to be included in the Draft EIR and, therefore, did not change the City's proposed scope of the Draft EIR.

ORGANIZATION OF THE EIR

This EIR has been formatted for ease of use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each section of the EIR is provided. The following sections are contained within the EIR:

Introduction — This section introduces the subject of this EIR, the purpose for an EIR, standards for EIR adequacy, an introduction to the scope and content of this EIR, and the opportunities that will be provided for public participation in the project and EIR review process.

Executive Summary — This section provides a summary of the analyses and conclusions presented in the body of this EIR, including the potential environmental impacts of the proposed project, the recommended mitigation measures, the level of significance after mitigation, and the unavoidable impacts of the project. Also contained within this section is a summary of alternatives to the proposed project and their ability to reduce the significant impacts of the project.

TABLE 1-2: SUMMARY OF DRAFT EIR SCOPING MEETING COMMENTS

Commenter and Comments	How Comments Are Addressed in the EIR
Jack Shively, City of Perris Planning Commission Vice-Chairman	
The Planning Commission Vice-Chairman asked about the existing condition of Case Road and whether it can accommodate trucks.	The City Engineer described the existing condition of Case Road and it was explained that Case Road can accommodate the anticipated truck traffic.
Jillian Menez, City of Perris Planning Commissioner	
The Planning Commissioner asked whether the determination to designate truck routes was based on existing uses or zoning.	City staff explained that the determination to designate truck routes was based on existing zoning.
Elizabeth Jimenez, City of Perris Planning Commissioner	
The Planning Commissioner asked that the EIR evaluate land use impacts to uses along the existing truck routes. The Planning Commissioner referenced a school along Wilson Avenue.	Under CEQA, land use impacts are based on the potential of a project to (1) physically divide an established community or (2) cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. These potential impacts were evaluated in the Initial Study prepared for the proposed project. The Initial Study determined that there would be no land use impacts associated with the proposed project. The potential noise impacts to existing uses along all of the existing and proposed trucks routes are evaluated in this EIR.
Dwayne Hammond, City of Perris Planning Commission Chairman	
The Planning Commission Chairman asked about a realigned Bonnie Drive and about the segment of Ellis Avenue from the Ellis Avenue overpass.	The City Engineer explained that these roadway segments are not part of the proposed project.
John Langford	
The commenter submitted a letter on behalf of Perris Property LLC as the largest property owner within the New Perris Specific Plan area. The commenter opposes some of the proposed changes and requests that the City consider an alternative that extends the truck route on Ellis Avenue to the northeast towards I-215. The letter also expresses some perceived ambiguity in the Notice of Preparation.	The City of Perris is currently not considering the alternative recommended by the commenter. This EIR evaluates a range of alternatives to reduce or avoid any potentially significant effects of the proposed project.
Tatiana Flores	
The commenter discussed the requirements of AB 98 and stated their support for the proposed truck route removals and opposition to the proposed Case Road segment addition. The commenter stated that the Case Road addition could induce industrial growth.	The proposed Case Road segment addition would accommodate a recently approved industrial project (Conditional Use Permit 23-05047) that is located at the southwest corner of Watson Road and Case Road. It is not proposed to accommodate any other industrial projects or to induce industrial growth in any other area.

TABLE 1-2: SUMMARY OF DRAFT EIR SCOPING MEETING COMMENTS

Commenter and Comments	How Comments Are Addressed in the EIR
Karla Cervantez	
The commenter requested that the City remove the proposed Case Road segment addition due to adjacent properties being zoned for commercial and residential uses. They asked for other routes to be considered and for the City to conduct community outreach.	The Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment, while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. The City is following its legal noticing requirements for the proposed project.
Franco Pacheco	
The commenter requested that the City remove the proposed Case Road segment addition due to adjacent properties being zoned for commercial and residential uses. The commenter stated that the Case Road addition could induce more industrial growth. They asked for the City to conduct community outreach.	The Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment, while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. The proposed Case Road segment addition would accommodate a recently approved industrial project (Conditional Use Permit 23-05047) that is located at the southwest corner of Watson Road and Case Road. It is not proposed to accommodate any other industrial projects or to induce industrial growth in any other area. The City is following its legal noticing requirements for the proposed project.
David Alcala Jr.	
The commenter asked for the City to conduct community outreach and for the City to look at all conditions.	The City is following its legal noticing requirements for the proposed project and the project is proposed to respond to the requirements of AB 98.

Environmental Setting — This section describes the physical environment that currently exists at, and in the vicinity of, the project site. This section also summarizes the approach for addressing cumulative impacts in this EIR.

Project Description — This section describes the project as proposed by the City of Perris, outlines the objectives for the project, and identifies the approvals required by the City of Perris and other agencies for project implementation.

Environmental Impact Analysis — The Environmental Impact Analysis is the primary focus of the EIR. Separate discussions are provided to address the potential environmental impacts of the proposed project. Each section provides a discussion of existing conditions (environmental setting), identification of the thresholds of significance for that topic, an assessment of the impacts of the project in relation to the thresholds of significance, recommended mitigation measures, cumulative impacts, and a residual impact statement as to the effectiveness of the recommended mitigation measures.

Alternatives to the Proposed Project — This section identifies alternatives to the proposed project that have been considered by the City to reduce and/or minimize significant project impacts. This includes a "no project" alternative.

Preparers of the EIR — This section identifies the individuals responsible for the preparation of this EIR.

PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. To provide full public disclosure of the potential environmental impacts that may occur as a result of the proposed project, CEQA requires that the Draft EIR be circulated for a 45-day public review period. During this review period, public agencies and interested organizations and individuals are encouraged to provide written comments addressing their concerns regarding the adequacy and completeness of the Draft EIR. When providing written comments on the subject matter of the Draft EIR, the readers are referred to Section 15204(a) of the CEQA Guidelines, which states:

> In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

All comments or questions regarding the Draft EIR should be addressed to:

Rafael Garcia, Principal Planner
City of Perris Planning Division
135 North D Street
Perris, CA 92570
Telephone: (951) 943-5003 ext 413
Email: rgarcia@cityofperris.org

A copy of the Draft EIR will also be made available for public review on the City's website (https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review) and at the public service counter for the City of Perris Development Services Department at the address listed above.

Following the Draft EIR public review period and receipt of all written comments, the City of Perris will prepare a Final EIR. The Final EIR will provide additions and revisions to the Draft EIR as applicable, written responses to the written comments received by the City during the Draft EIR review period, and a Mitigation Monitoring and Reporting Program. Agency representatives and members of the public will also have additional opportunities to participate in the review of the proposed project through attendance at the public hearings before the City of Perris Planning Commission and City Council.

ISSUES TO BE RESOLVED

Issues to be resolved by the City of Perris include the determination that the EIR adequately evaluates the potential environmental impacts of the proposed project, the determination that the recommended mitigation measures reduce the significant impacts of the project to a less than significant level or to the maximum extent feasible, and the determination as to whether to approve or deny the project as proposed or one of the alternatives evaluated in the EIR.

EXECUTIVE SUMMARY

This summary is intended to highlight the major areas of importance in the environmental analysis of the proposed project. This summary includes a discussion of the location of the project site, project objectives, and the project description. A summary of the potential impacts that could occur as a result of the proposed project, recommended mitigation measures, and the level of significance after mitigation is included in this section. A summary of project alternatives is also provided.

PROJECT LOCATION

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

The City of Perris proposing to comply with the requirements of California Assembly Bill (AB) 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes. The four roadway segments are as follows:

- Case Road from Bonnie Drive to Watson Road
- Ellis Avenue from McPherson Road to Goetz Road
- Ellis Avenue between the Ellis Realignment Overpass and Sherman Road
- San Jacinto Avenue between I-215 and Dunlap Drive

PROJECT OBJECTIVES AND INTENDED USES

The primary objective for the proposed project, as set forth by the City of Perris, is to update the City's designated Truck Route Map in accordance with the requirements of AB 98 and California Government Code Section 65302.02.

PROPOSED PROJECT

The City of Perris is proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal

Code to add one truck route and remove three truck routes from the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

Addition of Case Road from Bonnie Drive to Watson Road

A new truck route is proposed to be designated along Case Road between Bonnie Drive and Watson Road, as a recently approved industrial project (Conditional Use Permit 23-05047) is located at the southwest corner of Watson Road and Case Road. The Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

Removal of Ellis Avenue from McPherson Road to Goetz Road

The existing truck route along Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. These conditions conflict with AB 98 requirements intended to direct truck traffic away from residential areas and sensitive receptors.

Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

The existing truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a floodway, where development rights are restricted. These restrictions make the corridor unsuitable for continued designation as a truck route.

Removal of San Jacinto Avenue between I-215 and Dunlap Drive

The existing truck route along San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. The presence of these sensitive receptors is inconsistent with AB 98 guidance to minimize truck travel adjacent to residential and park uses.

Each of the roadways proposed to be designated or removed as truck routes in the Perris Municipal Code and Circulation Element are located completely within the City of Perris. The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. The proposed changes to the City's truck routes would not change the classification (e.g., expressway, primary arterial, secondary, arterial) of any of the affected roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The proposed truck route changes would also not require any change to the General Plan land use designations for the properties along the affected roadways.

TOPICS OF KNOWN CONCERN

To determine the environmental issues that should be addressed in the Draft EIR, City of Perris prepared an Initial Study to evaluate the potential environmental impacts of the proposed project. Based on the analysis in the Initial Study, the City concluded that the project could have potentially significant impacts associated with the following environmental issues:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

All other environmental issues were either determined to have no impact or the impact of the proposed project was determined to be less than significant.

A summary of the potential significant environmental impacts of the project is provided in Table 2-1. As shown, the proposed project would not result in any unavoidable significant environmental impacts.

PROJECT ALTERNATIVES

This EIR also considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 151216(f) of the CEQA guidelines. The alternative analyzed in this EIR is as follows:

No Project Alternative

Under the No Project Alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to designated as truck routes. The existing and planned residential uses along Ellis Avenue and San Jacinto Avenue could be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels. Keeping these roadway segments as designated truck routes would also put the City in violation with the requirements of AB 98 and new Government Code Section 65302.02. This would expose the City to penalties from the California Attorney General of up to $50,000 every six months if the required updates have not been made.

TABLE 2-1 – SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
Air Quality		
Consistency with the 2016 AQMP: Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 Air Quality Management Plan for the South Coast Air Basin.	No mitigation is required or recommended	Less than significant impact
Cumulatively Considerable Increases in Emissions: The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District (AQMD).	No mitigation is required or recommended	Less than significant impact
Energy		
Energy Consumption: The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount.	No mitigation is required or recommended	Less than significant impact
Energy Efficiency: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.	No mitigation is required or recommended	Less than significant impact
Greenhouse Gas Emissions		
Generation of Greenhouse Gas (GHG) Emissions: The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast AQMD.	No mitigation is required or recommended	Less than significant impact
Consistency With GHG Plans: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation is required or recommended	Less than significant impact
Noise		
Increases in Noise Levels: Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Operation of the proposed project would not generate substantial permanent increases in noise levels.	No mitigation is required or recommended	Less than significant impact
Ground-borne Vibration or Ground-borne Noise Levels: Construction activities associated with the proposed project would not generate excessive ground-borne vibration.	No mitigation is required or recommended	Less than significant impact

ENVIRONMENTAL SETTING

CEQA requires that an EIR include a description of the physical environmental conditions in the vicinity of the project site, as they exist at the time the Notice of Preparation of a Draft EIR is published, or if no Notice of Preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to provide an understanding of the significant effects of the proposed project and its alternatives. Additional descriptions of the environmental setting as it relates to each of the environmental topics analyzed in this EIR are included in the environmental setting discussions provided within the four technical sections of this EIR.

As part of the environmental setting, this section also identifies the amount of cumulative development currently envisioned for the vicinity of the project site. This is important since, in many cases, the impact of a single project may not be significant, but when combined with other projects, the "cumulative" impact may be significant. Section 15130 of the CEQA Guidelines requires an EIR to assess not only an individual project's potential impacts, but also the cumulative impacts when combined with other projects.

Section 15125(d) of the CEQA Guidelines requires that an EIR discuss any inconsistencies between the proposed project and applicable general plans and regional plans. While this requirement is listed in the Environmental Setting section of the CEQA Guidelines, it does not make much sense to discuss the effects of a project in a section of the EIR that is merely describing the physical environmental conditions in the vicinity of the project site. Instead, consistency of the proposed project with all applicable policies from applicable local and regional plans is discussed in the Land Use and Planning section of the Initial Study, which is included as Appendix A of this EIR. The analysis in the Initial Study determined that the proposed project would be consistent with each of the policies and goals from the City of Perris General Plan that have been adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. The consistency of the proposed project with the Air Quality Management Plan for the South Coast Air Basin is evaluated in the Air Quality section of this EIR.

REGIONAL SETTING

Project Site Location

Located in the Perris Valley midway between the San Jacinto and the Santa Ana Mountains, the City of Perris encompasses approximately forty square miles in northwestern Riverside County. An additional estimated seventeen square miles are included as the City's Sphere of Influence as defined by the Riverside County Local Agency Formation Commission. The City of Perris is bordered on the north by the City of Moreno Valley and March Air Reserve Base/Inland Port Airport. On the south, it is bordered by the City of Menifee, on the east by unincorporated areas of Riverside County, and on the west by the unincorporated community of Mead Valley and unincorporated Riverside County. One major freeway and one railroad transect the City of Perris. Interstate 215 (I-215) runs north/south near the eastern edge of the City and the Burlington Northern Santa Fe Southern line from Riverside with Metrolink service traverses through the City along I-215 in the north and transitions southeast along Case Road.

Existing Truck Traffic

According to the Circulation Element of the City of Perris General Plan, primary generators of truck traffic in the City of Perris are agricultural, commercial, and industrial uses. Since agriculture is a relatively mature industry throughout the County, overall truck traffic volume generated by agricultural uses should remain stable in the future. However, relocation and replacement of individual agricultural processing plants and other new industries can substantially alter both regional and localized patterns and concentrations of truck traffic in the City. As healthy industrial growth is expected within the City, related truck traffic will continue to increase; particularly in northern Perris. In addition, similar growth just north of Perris in Moreno Valley will exacerbate traffic conditions. The City also expects truck traffic to remain constant or increase around the Perris Valley Airport.

Existing Truck Routes

Section 35701 of the California Vehicle Code allows local authorities to prohibit the use of a street by any commercial vehicle except for public utility vehicles or any commercial vehicle on a direct route from an unrestricted street for the purpose of making pickups or deliveries. In response to this authority, the City of Perris has over the years established approved truck routes on select roadway segments within and around its jurisdiction.

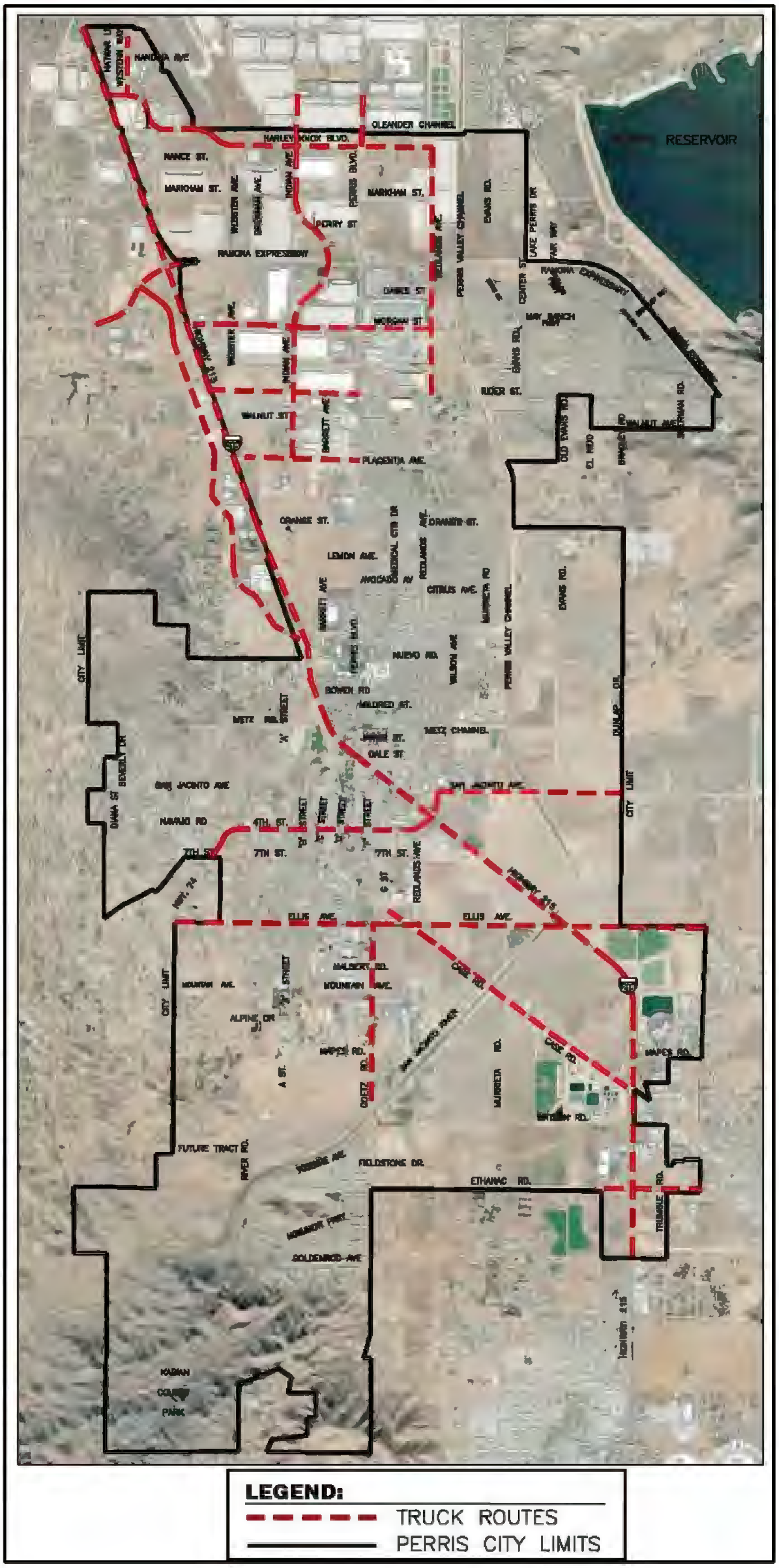
Chapter 10.40.020 of the Perris Municipal Code - the City's Truck Route Enabling Ordinance - is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated into specific legal routes when adopted by the City of Perris City Council and the routes have been posted. The list of truck routes in Section 10.40.020 was originally adopted in 1992. Changes to the City's truck routes were most recently adopted by the City Council in November 2022. With the exception of the General Plan planned extension of Ethanac Road west of the San Jacinto River, all of the roadways currently designated as truck routes in the City of Perris General Plan Circulation Element and Perris Municipal Code are presently constructed and open to traffic. The City's existing designated truck routes are illustrated in Figure 3-1.

California Assembly Bill 98

On September 29, 2024, Governor Gavin Newsom signed Assembly Bill (AB) 98 into law, which imposes new design and build standards for new or expanded logistics uses across the state. In general, AB 98 imposes standards relating to warehouse design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. The type of requirements that would apply to a project will depend on the presence of sensitive receptors, the size of the project, and the existing zoning on the land. AB 98 also imposes requirements for developments on sites that are not zoned industrial or would require rezoning that are located in the "warehouse concentration region" of southern California regardless of the presence of a sensitive receptor. The warehouse concentration region includes Riverside County and San Bernardino County, and the cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

AB 98 also requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. Specifically, new Government Code Section 65302.02 includes the following:

FIGURE 3-1 - EXISTING CITY OF PERRIS DESIGNATED TRUCK ROUTES



(a) Identify and establish specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors.

(b) Maximize the use of interstate or state divided highways as preferred routes for truck routes. The county or city shall also maximize use of arterial roads, major thoroughfares, and predominantly commercially oriented local streets when state or interstate highways are not utilized. Truck routes shall comply with the following:

(1) Major or minor collector streets and roads that predominantly serve commercially oriented uses shall be used for truck routes only when strictly necessary to reach existing industrial zones.

(2) Trucks shall be routed via transportation arteries that minimize exposure to sensitive receptors.

(3) All proposed developments of logistics use shall be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses.

(A) The purpose of this section is to ensure that logistics use developments are sited in locations that minimize adverse impacts on residential communities and enhance transportation efficiency. This is achieved by restricting logistics use developments to roadways that are suited to handle the associated traffic and that predominantly serve commercial uses.

(B) For purposes of this section, local roads shall be considered to predominantly serve commercial uses if more than 50 percent of the properties fronting the road within 1,000 feet are designated for commercial or industrial use according to the local zoning ordinance.

(c) The county or city may consult with the Department of Transportation and the California Freight Advisory Committee for technical assistance.

(d) The county or city shall provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations.

(e) The county or city shall make truck routes publicly available in geographic information system (GIS) format and share GIS maps of the truck routes with warehouse operators, fleet operators, and truck drivers.

Jurisdictions within the warehouse concentration region will have until January 1, 2026 to make these amendments, while all other jurisdictions must complete these revisions by January 1, 2028. Pursuant to Government Code Section 65302.02(i)(1), the California Attorney General may impose a fine against a jurisdiction that is in violation of this section of up to $50,000 every six months if the required updates have not been made.

LOCAL SETTING

The City of Perris proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes. The existing conditions of the four roadway segments are described below.

Case Road from Bonnie Drive to Watson Road

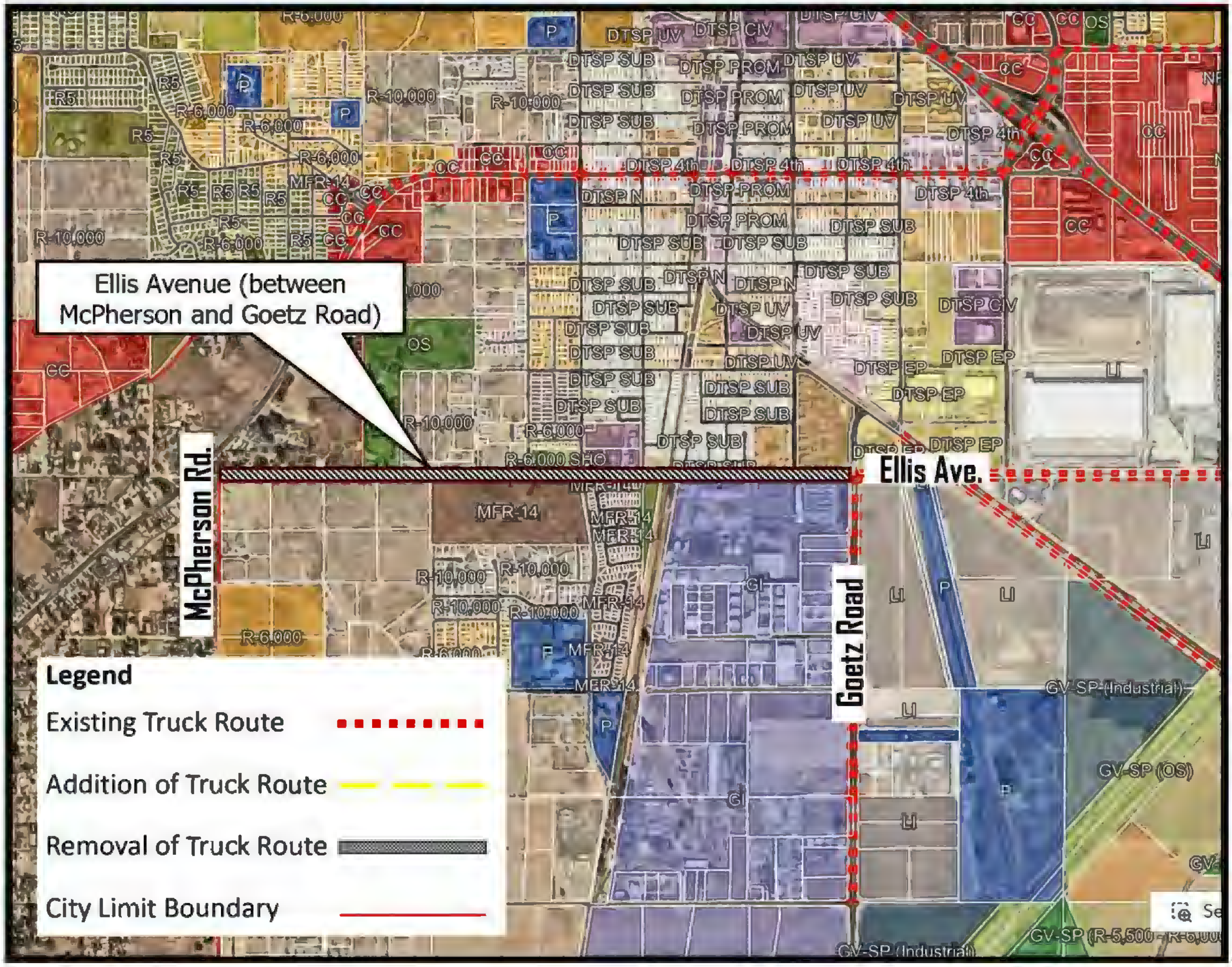
A new truck route is proposed to be designated along Case Road between Bonnie Drive and Watson Road, as a recently approved industrial project (Conditional Use Permit 23-05047) is located at the southwest corner of Watson Road and Case Road. This proposed truck route is illustrated in Figure 3-2. As shown in Figure 3-2, the Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment, while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

FIGURE 3-2 - ADDITION OF CASE ROAD FROM BONNIE DRIVE TO WATSON ROAD

Ellis Avenue from McPherson Road to Goetz Road

The existing truck route along Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. This existing truck route is illustrated in Figure 3-3.

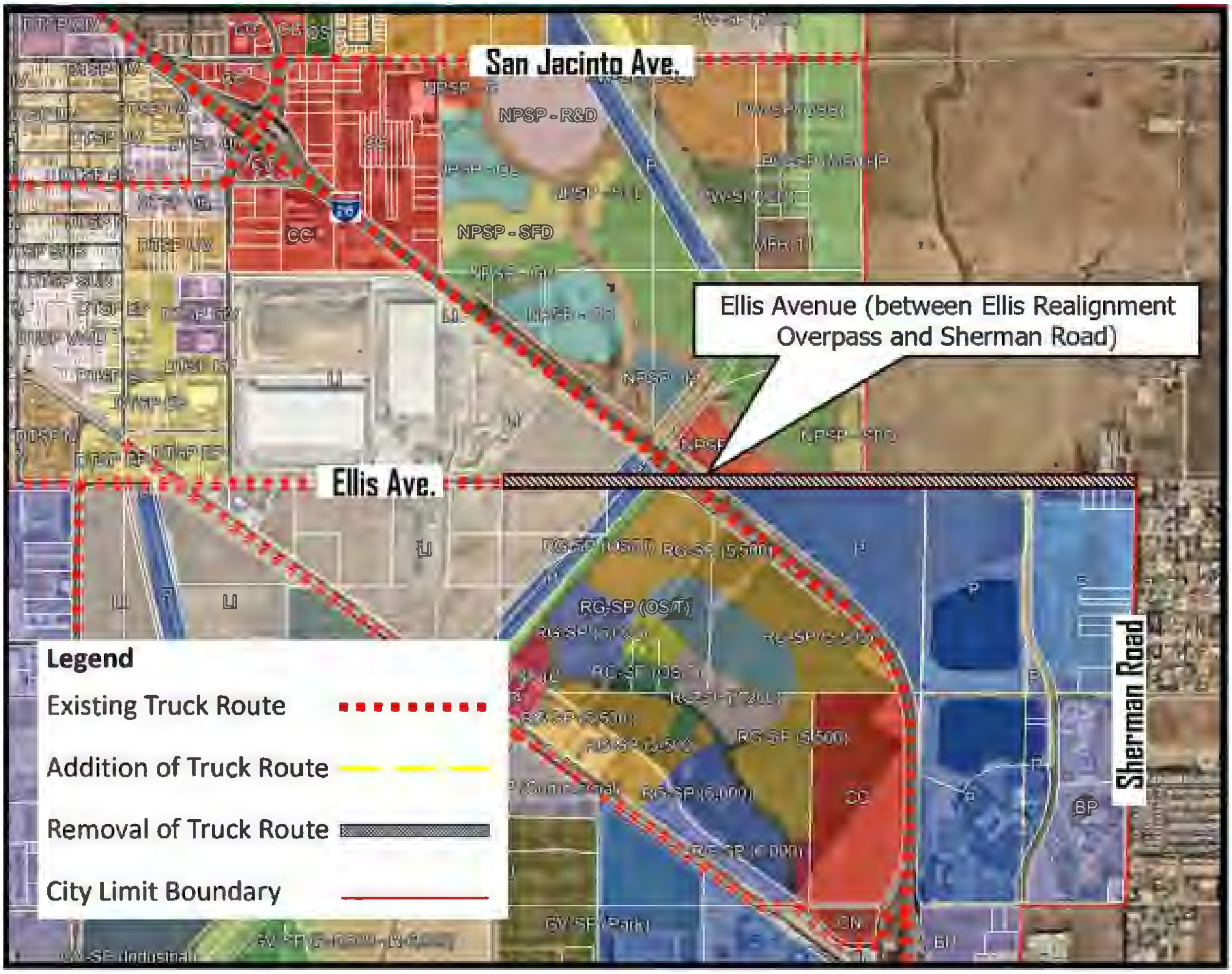
FIGURE 3-3 - REMOVAL OF ELLIS AVENUE FROM MCPHERSON ROAD TO GOETZ ROAD



Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

The existing truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a floodway, where development rights are restricted. This existing truck route is illustrated in Figure 3-4.

FIGURE 3-4 - REMOVAL OF ELLIS AVENUE BETWEEN THE ELLIS REALIGNMENT OVERPASS AND SHERMAN ROAD



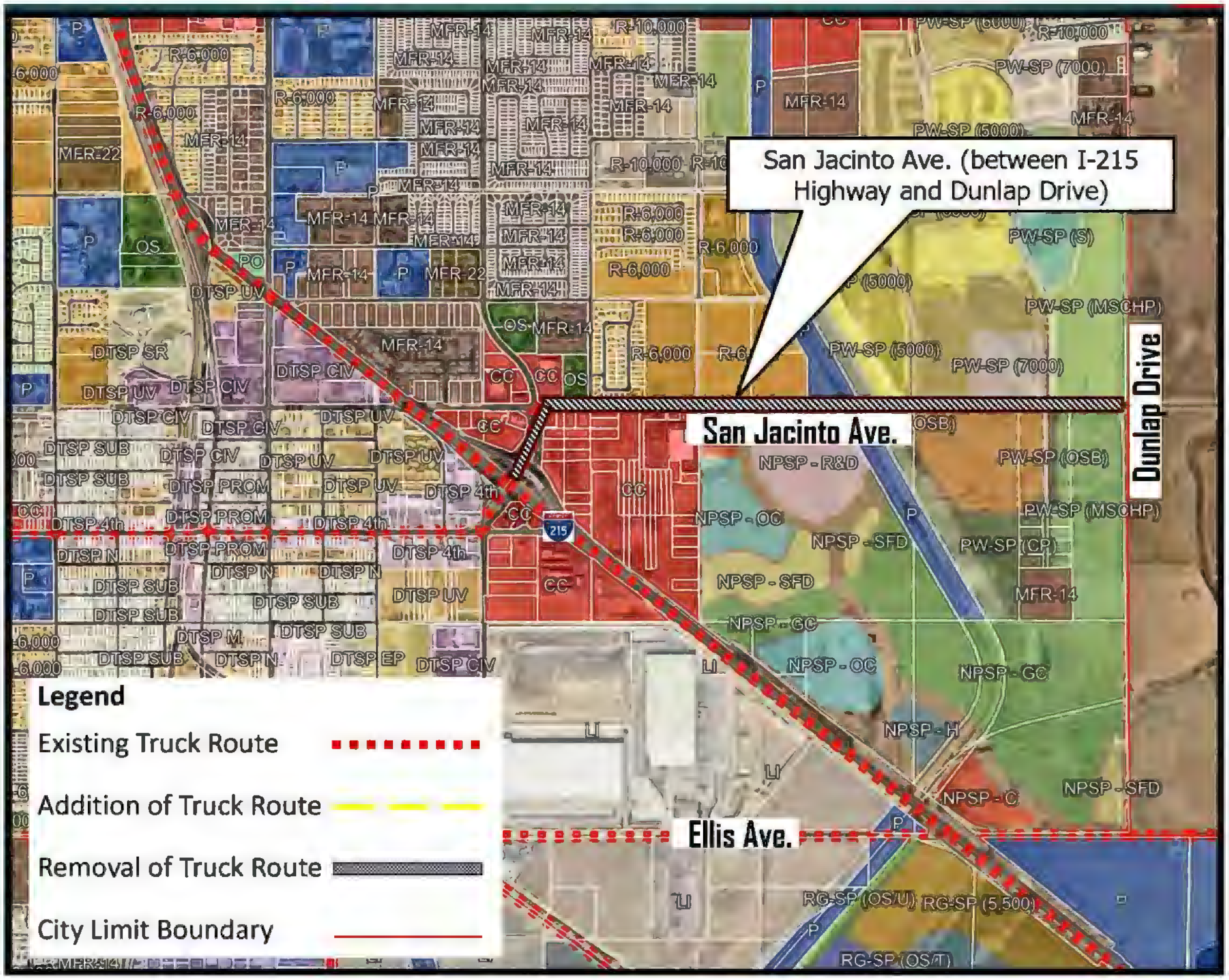
San Jacinto Avenue between I-215 and Dunlap Drive

The existing truck route along San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. This existing truck route is illustrated in Figure 3-5.

RARE OR UNIQUE ENVIRONMENTAL RESOURCES

Section 15125(c) of the CEQA Guidelines states that emphasis should be placed in the Environmental Setting on environmental resources that are rare or unique to that region and would be affected by the project. In this case, where the City of Perris is proposing only to amend the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes, no rare or unique environmental resources would be affected by the proposed project. This is confirmed in the analysis provided in the Initial Study.

FIGURE 3-5 - REMOVAL OF SAN JACINTO AVENUE BETWEEN I-215 AND DUNLAP DRIVE



RELATED PROJECTS

In addition to the potential environmental impacts that would be associated with the proposed project, this EIR also evaluates "cumulative impacts." Section 15355 of the CEQA Guidelines defines cumulative impacts as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. In general, these impacts occur in conjunction with other related development that may have impacts that might compound or interrelate with those of the project under review.

In order to analyze the cumulative impacts of the proposed project in combination with other expected future development, the amount and location of growth expected to occur in addition to the proposed project must be considered. Section 15130(b) of the CEQA Guidelines allows the following two methods of prediction:

A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

The proposed project would not involve any new construction or development. The potential environmental impacts associated with the proposed project would be limited to the installation of signs identifying the designated truck routes and the redistribution of truck trips to only access the City's designated truck routes. As such, this EIR utilizes the Riverside County Transportation Model (RIVCOM) version 4.0 regional travel demand model, which provides roadway volume forecasts for both passenger vehicles and trucks. The model includes a 2018 base year and a 2045 future year, allowing for estimation of long-term growth in traffic activity throughout the region. Future traffic projections were developed by taking the incremental growth between the 2018 base model year and the 2045 future model year and applying it to the 2025 existing traffic volumes. This approach ensures that future conditions reflect both (1) regional growth captured by RIVCOM and (2) the most recent traffic counts along the truck route network. The resulting volumes therefore represent a combination of observed 2025 conditions and modeled long-range traffic growth.

The City of Perris is aware of the following proposed projects that could be affected by the proposed changes to the City's designated truck routes:

New Perris Commerce Center Specific Plan: The City of Perris is considering a proposal to rescind the existing New Perris Specific Plan and replace it with the New Perris Commerce Center Specific Plan for the development of up to approximately 3.7 million square feet consisting of up to approximately 6,780 square feet of mixed use commercial retail, up to approximately 250,000 square feet of mixed-use light industrial/minor accessory commercial, up to approximately 130 residential units within a residential overlay; and up to approximately 3.5 million square feet of high-cube logistics/e-commerce use with office space.

Stoneridge Commerce Center: The County of Riverside is considering a request to amend the existing Stoneridge Specific Plan to allow for the development of up to 7,350,000 square feet of light industrial building space, 1,069,398 square feet of business park building space, and up to 121,968 square feet of commercial building space. Although the City of Perris has formally objected to this project's truck traffic within City of Perris boundaries, the current Recirculated Draft EIR for the Stoneridge Commerce Center considers two alternative truck routes that would direct the majority of the truck trips to travel along San Jacinto Avenue within the City of Perris. The current Recirculated Draft EIR for the Stoneridge Commerce Center identifies significant and unavoidable noise impacts to the existing and planned residential uses along both Dunlap Drive (not a designated truck route) and San Jacinto Avenue under Alternative truck Route 1 and significant and unavoidable noise impacts to the existing and planned residential uses along San Jacinto Avenue under Alternative Truck Route 2.

These projects may need to revise their proposed truck routes to respect the proposed changes to the City of Perris designated truck routes.

REFERENCES

Perris, City of. Amended August 26, 2022. *City of Perris General Plan Circulation Element*.

T&B Planning, Inc. January 25, 2024. *Recirculated Draft Environmental Impact Report, Stoneridge Commerce Center, Riverside County, California*.

PROJECT DESCRIPTION

This section of the EIR provides the project description for the City of Perris Truck Route Plan Update (project or proposed project). The purpose of this project description is to describe the project in a way that will be meaningful to the public, reviewing agencies, and decision-makers. According to CEQA, an adequate project description need not be exhaustive but should supply the detail that is necessary for project evaluation of potential environmental impacts.[1]

PROJECT APPLICANT

The applicant for the City of Perris Truck Route Plan Update is as follows:

City of Perris
101 North D Street
Perris, CA 92570

PROJECT OBJECTIVES AND INTENDED USES

The primary objective for the proposed project, as set forth by the City of Perris, is to update the City's designated Truck Route Map in accordance with the requirements of Assembly Bill (AB) 98 and California Government Code Section 65302.02.

PROJECT CHARACTERISTICS

The City of Perris is proposing to comply with the requirements of AB 98 and new Government Code Section 65302.02 by amending the City of Perris General Plan Circulation Element and Perris Municipal Code to add one truck route and remove three truck routes from the City's designated truck routes. The specific changes to the City's designated truck routes are described below.

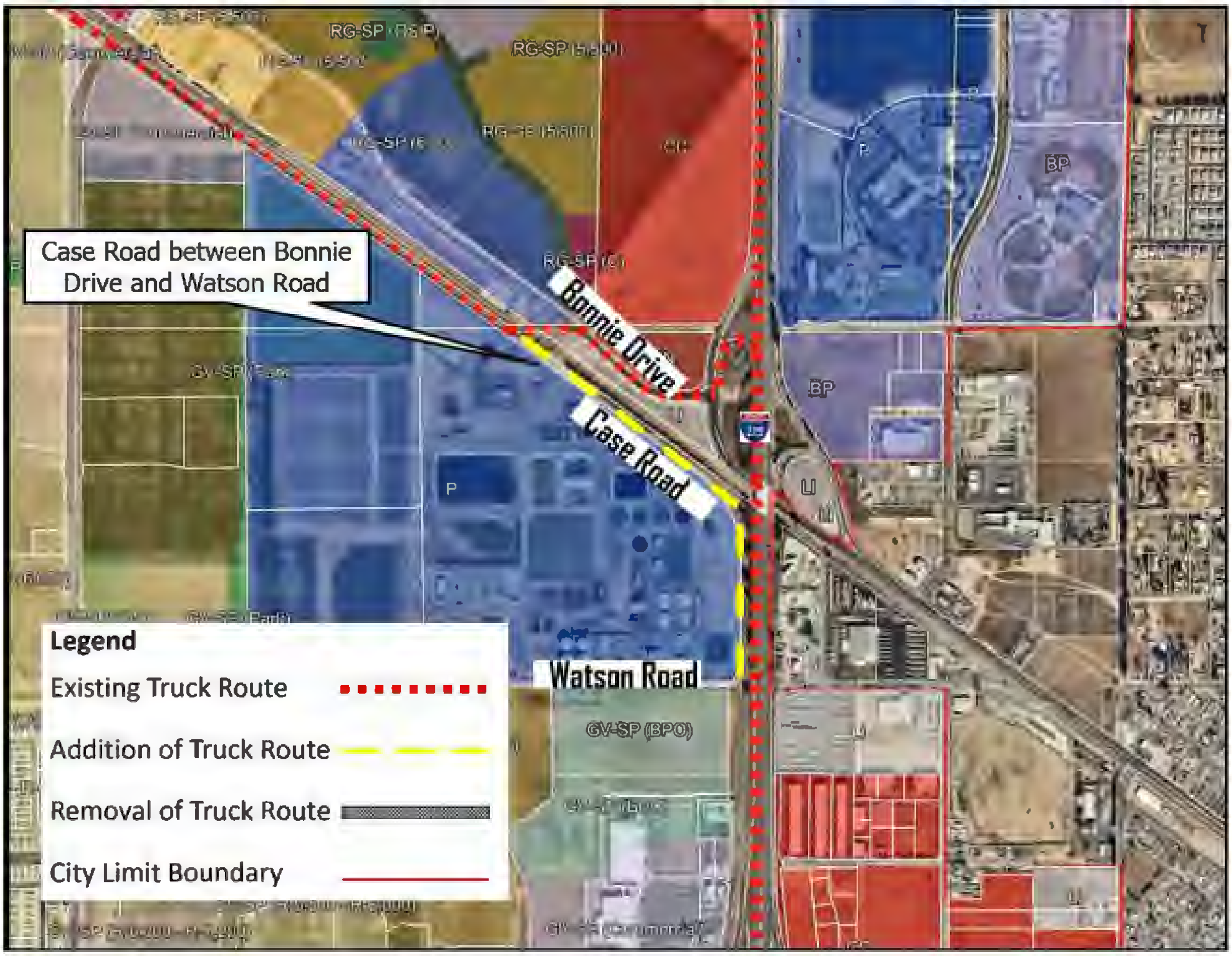
Addition of Case Road from Bonnie Drive to Watson Road

A new truck route is proposed to be designated along Case Road between Bonnie Drive and Watson Road, as a recently approved industrial project (Conditional Use Permit 23-05047) is located at the southwest corner of Watson Road and Case Road. This new truck route is illustrated in Figure 4-1. As shown in Figure 4-1, the Eastern Municipal Water District's Perris Valley Regional Water Reclamation Facility is located to the west of this roadway segment while I-215 is located to the east of the southern portion of this roadway segment and the Burlington Northern Santa Fe Southern line and vacant land are located to the east of the southern portion of this roadway segment. The vacant land has a City of Perris General Plan land use designation of Light Industrial and a corresponding zoning designation of Light Industrial. There are no existing or planned sensitive uses (e.g., schools, hospitals, day-care facilities, parks) located along this roadway segment. Currently, trucks are not allowed to travel southbound on Case Road to Ethanac Road

[1] Although required by CEQA for a project description, this EIR provides a list of the agencies that are expected to use the EIR in their decision-making process in the Introduction section and the location of the project site is provided in the Environmental Setting section.

or westbound on Watson Road to Murrieta Road and this proposed truck route would not change this restriction.

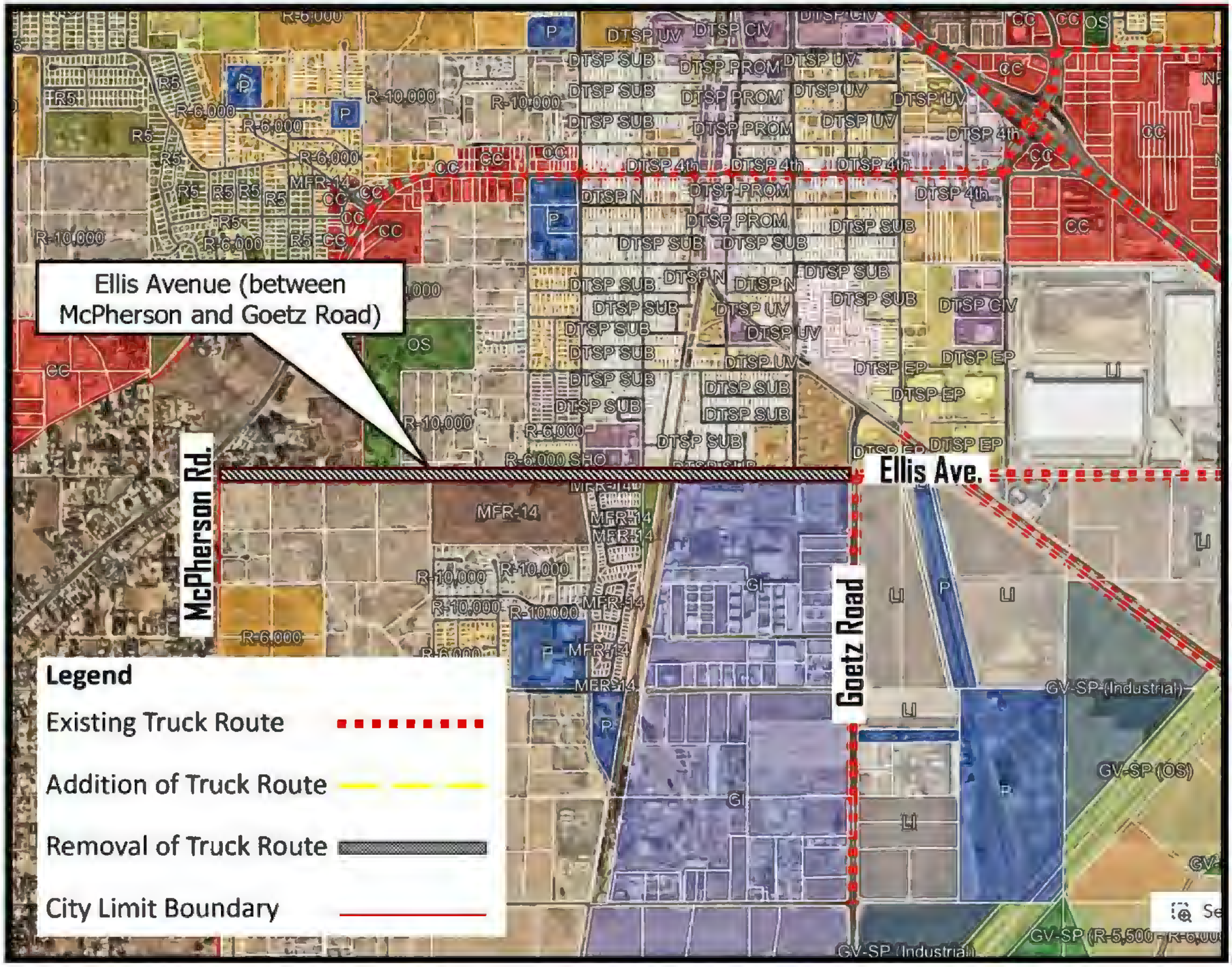
FIGURE 4-1 - ADDITION OF CASE ROAD FROM BONNIE DRIVE TO WATSON ROAD



Removal of Ellis Avenue from McPherson Road to Goetz Road

The existing truck route along Ellis Avenue between McPherson Road and Goetz Road is proposed to be removed from the City's designated truck routes, as it is predominantly adjacent to existing and planned residential zoned properties and remains unimproved west of A Street. These conditions conflict with AB 98 requirements intended to direct truck traffic away from residential areas and sensitive receptors. This proposed truck route removal is illustrated in Figure 4-2.

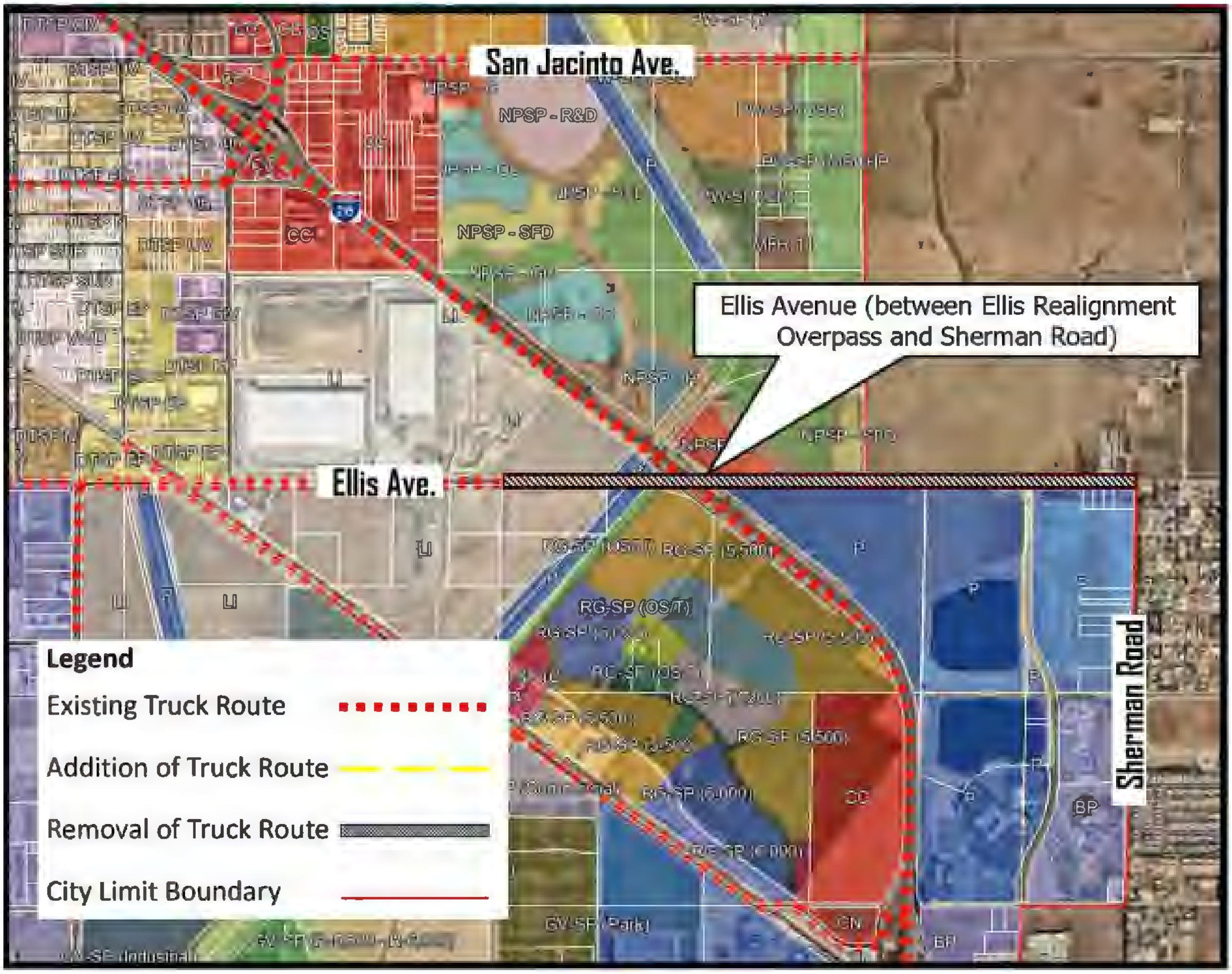
FIGURE 4-2 - REMOVAL OF ELLIS AVENUE FROM MCPHERSON ROAD TO GOETZ ROAD



Removal of Ellis Avenue between the Ellis Realignment Overpass and Sherman Road

The existing truck route along Ellis Avenue between the Ellis Realignment Overpass and Sherman Road is proposed to be removed from the City's designated truck routes, as it does not meet required freeway interchange spacing requirements and is located within a conservation area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and a floodway, where development rights are restricted. These restrictions make the corridor unsuitable for continued designation as a truck route. This proposed truck route removal is illustrated in Figure 4-3.

FIGURE 4-3 - REMOVAL OF ELLIS AVENUE BETWEEN THE ELLIS REALIGNMENT OVERPASS AND SHERMAN ROAD

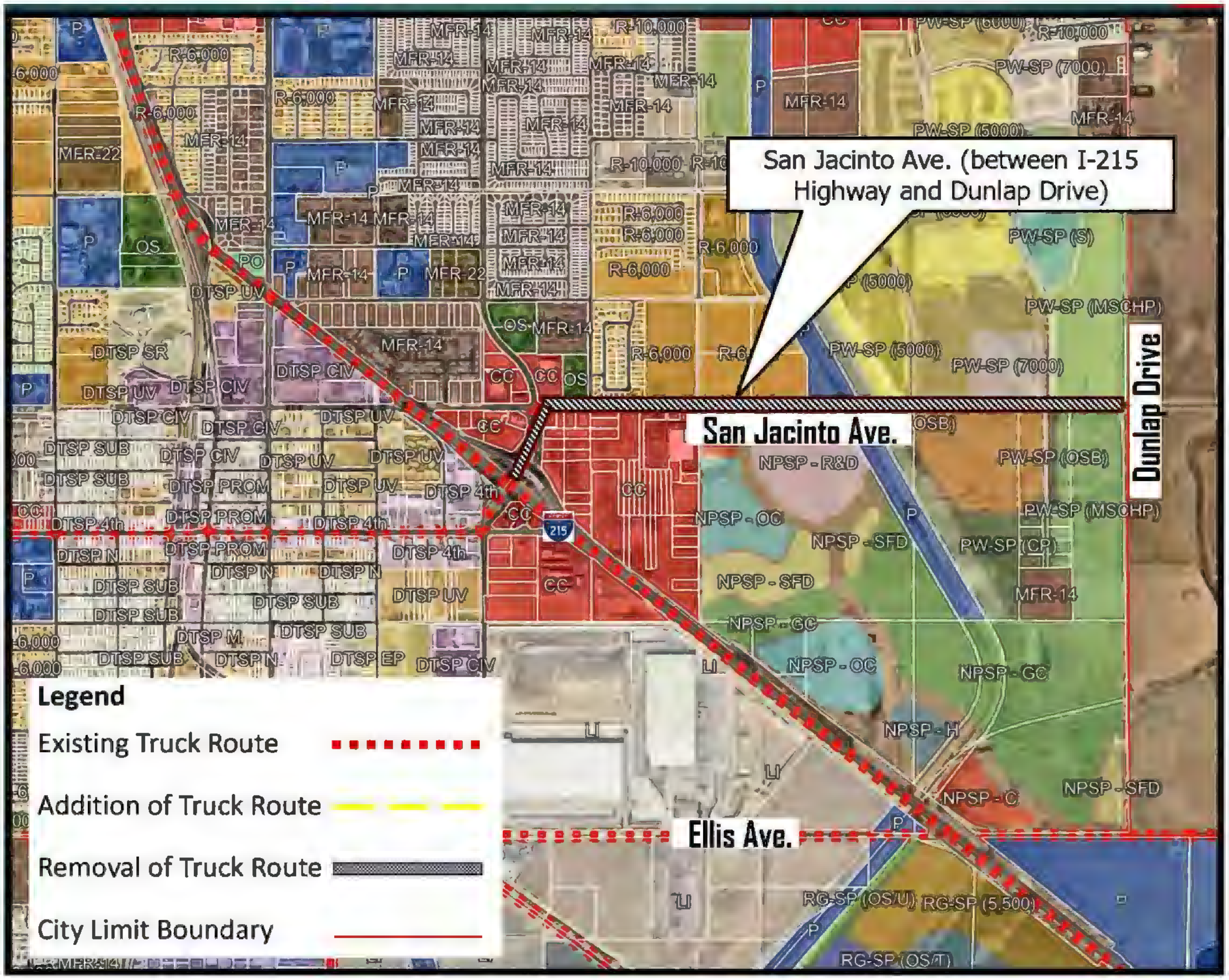


Removal of San Jacinto Avenue between I-215 and Dunlap Drive

The existing truck route along San Jacinto Avenue between the I-215 and Dunlap Road is proposed to be removed due to its proximity to the existing and planned residential uses and Bob Long Park to the north. This segment also includes the removal of a portion of Redlands Avenue from San Jacinto Avenue to I-215. The presence of these sensitive receptors is inconsistent with AB 98 guidance to minimize truck travel adjacent to residential and park uses. This proposed truck route removal is illustrated in Figure 4-4.

Each of the roadways proposed to be designated or removed as truck routes in the Perris Municipal Code and Circulation Element are located completely within the City of Perris. The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. The proposed changes to the City's truck routes would not change the classification (e.g., expressway, primary arterial, secondary, arterial) of any of the affected roadways. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. The proposed truck route changes would also not require any change to the General Plan land use designations for the properties along the affected roadways.

FIGURE 4-4 - REMOVAL OF SAN JACINTO AVENUE BETWEEN I-215 AND DUNLAP DRIVE



COLLECTOR AND LOCAL ROAD COMPATIBILITY

AB 98 emphasizes that logistics-related development must be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses. If a truck route is designated along a collector or local road, it must meet two key criteria: (1) at least 50 percent of the properties fronting the roadway within 1,000 feet must be designated for commercial or industrial use, and (2) the route must avoid concentrations of sensitive receptors such as residences, schools, hospitals, day-care facilities, and parks.

The City of Perris's updated truck route map has been reviewed with respect to the AB 98 criteria above. The findings are as follows:

- All designated truck routes within the City of Perris are located on roadways classified as expressways, arterials, or secondary arterials. There are no truck routes designated along collector or local streets, with the exception of one segment; Western Way, from the northern City limits to Harley-Knox Boulevard.

- Western Way, from the northern City limits to Harley-Knox Boulevard is located on an unclassified/local road, per the City of Perris General Plan Circulation Element. The segment traverses a corridor that is entirely surrounded by land uses that are zoned General Industrial and Light Industrial, and no residential or other sensitive receptor land uses (e.g., schools, hospitals, day-care facilities, parks) front along the roadway within 1,000 feet. Therefore, routing truck traffic along this corridor does not conflict with the AB 98 requirement of having at least 50 percent of the properties fronting the roadway be commercial or industrial use.

- Since no other truck route segments run along collector or local streets, the requirement to meet 50 percent of commercial-/industrial-frontage does not apply for the remainder of the network.

Therefore, the City's map meets the AB 98 requirements.

DISCRETIONARY ACTIONS AND APPROVALS

The City of Perris is the lead agency for the proposed project. The discretionary approvals that are required for the proposed project include:

- **General Plan Amendment 25-00002**: General Plan Amendment 25-00002 would amend the City of Perris General Plan Circulation Element Existing Designated Truck Routes map (Exhibit CE-9) as described below.

  The following roadway segment will be added to the Circulation Element Truck Routes Map:

  - Case Road - from Bonnie Drive to Watson Road

  The following roadway segments will be removed from the Circulation Element Truck Routes Map:

  - Ellis Avenue - from McPherson Road to Goetz Road
  - Ellis Avenue - between the Ellis realignment overpass and Sherman Road
  - San Jacinto Avenue - between I-215 and Dunlap Drive

- **Zoning Code Text Amendment 25-00006**: Zoning Code Text Amendment 25-00006 would amend Perris Municipal Code Section 10.40.20 Truck Routes Designated as shown below:

  (1) Interstate 215: from its northerly city limits to its southerly city limits.

  (2) Western Way: from its northerly city limits to Harley Knox Boulevard.

  (3) Harley Knox Boulevard: from Interstate 215 to Redlands Avenue.

  (4) Indian Avenue: from Northern City limits to Placentia Avenue.

  (5) Perris Boulevard: from its northerly city limit to Harley Knox Boulevard.

  (6) Redlands Avenue: from Harley Knox Boulevard to Rider Street.

(7) Morgan Street: from Interstate 215 to Redlands Avenue.

(8) Rider Street: from Interstate 215 to Perris Boulevard.

(9) Placentia Avenue: from Interstate 215 to Perris Boulevard.

(10) State Highway 74 (Fourth Street): from its westerly city limits to ~~its easterly city limits~~ I-215.

(11) Ellis Avenue: from ~~its westerly city Goetz Road limits~~ Goetz Road to ~~its easterly city limits~~ the Ellis Avenue overpass.

(12) Goetz Road: from the San Jacinto River to Ellis Avenue.

(13) Case Road: from "G" Street to I-215 freeway (Bonnie Drive).

(14) Case Road: from Bonnie Drive to Watson Road.

(15) Ethanac Road: from Barnett Road to the easterly city limits.

OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

No approval from other public agencies is required for permits, financing approval, or participation agreements. However, the project is subject to an administrative review by the Riverside County Airport Land Use Commission. This review is discussed below.

- **Airport Land Use Commission Administrative Review**: California Public Utilities Code (CPUC Section 21676) requires that all jurisdictions (county or city) refer all General Plan Amendments, Zoning Ordinance, and adoption of building regulations within an Airport Land Use Compatibility Plan (ALUCP) for Airport Land Use Commission (ALUC) review. Additionally, Section 21676.5 of the California Public Utility Code allows ALUC to review all projects within the Airport Influence Area when the local jurisdiction's General Plan is not consistent with the applicable ALUCP. Because the proposed project involves a General Plan Amendment, it is required to be considered by ALUC to determine its consistency with the 2014 March Air Reserve Base/Inland Port Airport ALUCP and the 2011 Perris Valley Airport ALUCP.

REFERENCES

Perris, City of. Amended August 26, 2022. *City of Perris General Plan Circulation Element*.

RK Engineering Group, Inc. December 30, 2025. *Truck Route Plan Update Transportation Analysis, City of Perris*.

ENVIRONMENTAL IMPACT ANALYSIS

This section is the primary component of the Draft EIR as it provides a forecast of the probable future environment following the development of the proposed project. The purpose of this section is to inform readers about the type and magnitude of the potential environmental impacts associated with the proposed project, how such impacts would affect the existing environment, to identify mitigation measures which would reduce the magnitude of significant environmental impacts, and to identify cumulative impacts associated with development of the proposed project as well as other related projects.

SECTION FORMAT

This overall section is actually divided into four technical sections based on the environmental issues identified by the City of Perris in the Initial Study and the comments received in response to the Notice of Preparation of a Draft EIR for the proposed project. The four technical sections are as follows:

- Air Quality
- Energy
- Greenhouse Gas Emissions
- Noise

Each of these sections is organized into seven discussions, as follows:

- Summary
- Environmental Setting
- Thresholds of Significance
- Project Impacts
- Cumulative Impacts
- Unavoidable Significant Impacts
- References

AIR QUALITY

SUMMARY

Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 Air Quality Management Plan for the South Coast Air Basin.

The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District. As such, it would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

ENVIRONMENTAL SETTING

Air Quality Background

The City of Perris is located within the South Coast Air Basin, named so because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The South Coast Basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside Counties. The regional climate within the South Coast Air Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the South Coast Air Basin is primarily influenced by a wide range of emissions sources – such as dense population centers, heavy vehicular traffic, and industry – and meteorology.

Air pollutant emissions within the South Coast Air Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generate heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbecue lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, race cars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the South Coast Air Basin. Air pollutants can also be generated by the natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Potential Health Effects of Air Pollutants

Certain air pollutants are recognized to cause notable health problems and consequential damage to the environment either directly or in reaction with other pollutants, due to their presence in elevated concentrations in the atmosphere. Such pollutants are identified and regulated as part of the overall endeavor to prevent further deterioration and facilitate improvement in the prevalent air quality.

The air pollutants for which national and State standards are promulgated and which are most relevant to air quality planning and regulation in the South Coast Air Basin include ozone, carbon monoxide, respirable particulate matter, fine particulate matter, nitrogen dioxide, sulfur dioxide, and lead. In addition, toxic air contaminants are of concern in the South Coast Air Basin. Each of these is described briefly below.

Ozone is a gas that is formed when reactive organic compounds (ROC) and nitrogen oxides (NOx)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.

An elevated level of ozone irritates the lungs and breathing passages, causing coughing, and pain in the chest and throat thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower the lung efficiency.

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

Elevated concentrations of carbon monoxide weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of moderate levels of carbon monoxide can cause nausea, dizziness, and headaches, and can be fatal at high concentrations.

Respirable Particulate Matter (PM10) and **Fine Particulate Matter** (PM2.5) consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas, large amount of airborne particulates are generated by plowing and other field work. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.

The human body naturally prevents the entry of larger particles into the body. However, PM10 and even smaller PM2.5 are trapped in the nose, throat, and upper respiratory tract. These small particulates enter the body and could potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM10 and PM2.5. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulate could become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Nitrogen Dioxide (NO_2) is byproduct of fuel combustion. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form nitrogen dioxide, creating the mixture of

NO and NO_2 commonly called NOx. Nitrogen dioxide absorbs blue light and its result is a brownish-red cast to the atmosphere and reduced visibility. Nitrogen dioxide also contributes to the formation of PM10.

Major sources of NOx include power plants, large industrial facilities, and motor vehicles. Nitrogen oxides irritate the nose and throat. It increases susceptibility to respiratory infections, especially in people with asthma. The principal concern of NOx is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2) is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.

Major sources of sulfur dioxide include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. Sulfur dioxide potentially causes wheezing, shortness of breath, and coughing. High levels of particulate appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Lead occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the South Coast Air Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as race cars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.

Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

Toxic Air Contaminants refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

Another pollutant of concern in the South Coast Air Basin is odors. This is described briefly below.

Odors are substances in the air that pose a nuisance to nearby land uses such as residences, schools, daycare centers, and hospitals. Odors are typically not a health concern but can interfere with the use and enjoyment of nearby property.

Odors may be generated by a wide variety of sources. The following are examples of facilities and operations that may generate significant odors:

- Wastewater treatment facilities
- Sanitary landfills
- Transfer stations
- Composting facilities
- Asphalt batch plants

- Painting and coating operations
- Fiberglass operations
- Food processing facilities
- Feed lots/ dairies
- Petroleum extraction, transfer, processing, and refining operations and facilities
- Chemical manufacturing operations and facilities
- Rendering plants

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal Regulations

The federal Clean Air Act establishes national ambient air quality standards. Under the Clean Air Act, the U.S. Environmental Protection Agency (EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities under the Clean Air Act, the EPA requires each state with non-attainment areas to prepare and submit a State Implementation Plan that demonstrates the means to attain the federal standards. The State Implementation Plan must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the State Implementation Plan.

California Regulations

The California Clean Air Act requires all areas of the state to achieve and maintain the California Ambient Air Quality Standards by the earliest practicable date. The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets the California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the State Implementation Plan. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. Appendix C to this EIR includes the California Ambient Air Quality Standards currently in effect for each of the criteria pollutants as well as other pollutants recognized by the State. As shown in Appendix C, the California Ambient Air Quality Standards includes more stringent standards than the National Ambient Air Quality Standards.

Diesel engines emit a complex mixture of pollutants, including very small carbon particles, or "soot" coated with numerous organic compounds, known as diesel particulate matter. Diesel exhaust also contains more than 40 cancer-causing substances, most of which are readily adsorbed onto the soot particles. In 1998, the ARB identified diesel particulate matter as a toxic air contaminant based on its potential to cause cancer.

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve NOx and greenhouse gas emissions reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

Regional Regulations

The South Coast Air Quality Management District (AQMD) is the agency responsible for local air pollution control within the South Coast Air Basin. To that end, the South Coast AQMD, a regional agency, works directly with the Southern California Association of Governments (SCAG), county transportation commissions, and local governments and cooperates actively with all State and federal government agencies. The South Coast AQMD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The South Coast AQMD has primary authority to reduce local emissions from stationary (area and point) sources. It also has limited authority to address mobile sources through incentive programs and implementation of indirect source and transportation control measures (e.g., employee ridesharing rules). It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the South Coast AQMD Governing Board on December 2, 2022. This AQMP, referred to as the 2022 AQMP, is the regional blueprint for achieving federal and State air quality standards within the South Coast Air Basin. The 2022 AQMP seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutants, greenhouse gases, and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The 2022 AQMP is composed of stationary and mobile source emission reductions from traditional regulatory control measures, incentive-based programs, co-benefits from climate programs, mobile source strategies, and reductions from federal sources, which include aircraft, locomotives, and ocean-going vessels.

The future air quality levels projected in the 2022 AQMP are based on several assumptions. For example, the South Coast AQMD assumes that general new development within the South Coast Air Basin will occur in accordance with population growth and transportation projections identified by SCAG in its Regional Transportation Plan/Sustainable Communities Strategy. The 2022 AQMP also assumes that general development projects would include strategies to reduce emissions generated during construction and operation in accordance with South Coast AQMD and local jurisdiction regulations which are designed to address air quality impacts and pollution control measures.

Although the South Coast AQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within its jurisdiction. Instead, the South Coast AQMD has used its expertise and prepared the CEQA Air Quality Handbook and newer thresholds of significance to indirectly address these issues in accordance with the projections and programs of its Air Quality Management Plans. The purpose of the CEQA Air Quality Handbook and newer thresholds of significance is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed within the South Coast Air Basin. Specifically, the CEQA Air Quality Handbook and newer thresholds of significance explain the procedures that the South Coast AQMD recommends be followed during environmental review processes required by CEQA. The CEQA Air Quality Handbook and newer thresholds of significance provide direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The South Coast AQMD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the region, and adverse impacts will be minimized.

Local Air Quality Control

Local jurisdictions, such as the City of Perris, have the authority and responsibility to reduce air pollution through its police powers and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Perris is also responsible for the implementation of transportation control measures as outlined in the 2022 AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA and the CEQA review process, the City of Perris assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces the implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the county and region will meet federal and State standards. Instead, the City relies upon the expertise of the South Coast AQMD and utilizes the CEQA Air Quality Handbook and newer South Coast AQMD thresholds of significance as the guidance documents for the environmental review of plans and development proposals within its jurisdiction.

Existing Regional Air Quality

Ambient air quality is determined primarily by the type and amount of pollutants emitted into the atmosphere, as well as the size, topography, and meteorological conditions of a geographic area. The Basin has low mixing heights and light winds, which help to accumulate air pollutants. Exhaust emissions from mobile sources generate the majority of ROG, NOx, and carbon monoxide in the South Coast Air Basin and Riverside County. Area-wide sources generate the most airborne particulates (i.e., PM10 and PM2.5).

Measurements of ambient concentrations of the criteria pollutants are used by the EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and State standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration meets or exceeds the standard (depending on the specific standard for the individual pollutants), the area is classified as a "nonattainment" area. If there is not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The EPA and the ARB use different standards for determining whether an air basin or county is an attainment area. Under national standards, the South Coast Air Basin is currently classified as an extreme nonattainment area for 8-hour ozone concentrations and a serious nonattainment area for PM2.5 concentrations. The South Coast Air Basin is in attainment or designated as unclassified for all other pollutants under national standards. Under State standards, the South Coast Air Basin is designated as a nonattainment area for ozone, PM10, PM2.5, and an attainment area for all other pollutants.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant air quality impact if it would:

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

The Initial Study prepared for the proposed project determined that the proposed project would not expose sensitive receptors to substantial pollutant concentrations (significance threshold 3) or result in other emissions (such as those leading to odors) adversely affecting a substantial number of people (significance threshold 4). Therefore, no further evaluation of these impacts is provided in this EIR.

The thresholds discussed below are currently recommended by the South Coast AQMD in the CEQA Air Quality Handbook to translate the CEQA Guidelines thresholds into numerical values or performance standards. As discussed previously in this EIR section, the City of Perris utilizes the CEQA Air Quality Handbook as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Consistency with the 2016 AQMP

For general development projects, the South Coast AQMD recommends that consistency with the current AQMP be determined by demonstrating consistency with adopted local land use plan designations and/or population projections used in the development of the AQMP. Projects that are consistent with adopted local land use plan designations and/or applicable population projections would not interfere with air quality attainment because the growth of the project is included in the projections utilized in the formulation of the AQMP. As such, projects, uses, and activities that are consistent with the applicable assumptions used in the development of the AQMP would not jeopardize attainment of the air quality levels identified in the AQMP, even if they exceed the South Coast AQMD's recommended daily emissions significance thresholds. However, changing a land use designation that would result in exceeding the AQMP population projections could jeopardize attainment of the air quality conditions projected in the AQMP and could be considered to be a significant impact.

Cumulatively Considerable Increases in Emissions

A project may have a significant impact if project-related emissions would exceed federal, State, or regional standards or thresholds, or if project-related emissions would substantially contribute to an existing or projected air quality violation. To address potential impacts from construction and operational activities, the South Coast AQMD currently recommends that impacts from projects with mass daily emissions that exceed any of the thresholds outlined in Table 5.1-1 be considered significant. The City of Perris defers to these thresholds for the evaluation of construction-related and operational air quality impacts.

TABLE 5.1-1 - SOUTH COAST AQMD THRESHOLDS OF SIGNIFICANCE

Pollutant	Construction Thresholds (pounds/day)	Operational Thresholds (pounds per day)
Reactive Organic Gases (ROG)	75	55
Nitrogen Oxides (NOx)	100	55
Carbon Monoxide (CO)	550	550
Sulfur Oxides (SOx)	150	150
Respirable Particulate Matter (PM10)	150	150
Fine Particulate Matter (PM2.5)	55	55

Source of table data: South Coast Air Quality Management District, South Coast AQMD Air Quality Significance Thresholds, website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=f7601d61_25.

PROJECT IMPACTS

Consistency with the 2022 AQMP

Threshold: Would the proposed project conflict with or obstruct implementation of the applicable air quality plan?

Impact: Implementation of the proposed project would not conflict with or obstruct implementation of the 2022 AQMP for the South Coast Air Basin.

Impact Analysis

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and the proposed truck routes would not change the land use or zoning designations for any properties within the City of Perris. However, the proposed project would increase the distance that trucks have to travel to access designated truck routes with the City of Perris. The Truck Route Plan Update Transportation Analysis prepared for the proposed project determined that total city-wide truck vehicle miles traveled

(VMT) would increase by approximately 40 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. Non-truck passenger vehicles would not be affected. In the future, the total city-wide truck VMT would increase by approximately 3,010 miles per day under 2045 with project conditions compared to 2045 without project conditions. As discussed in the following impact analysis, the increase in VMT associated with the proposed project would result in very small increases in daily emissions that would not exceed the South Coast AQMD's mass daily thresholds of significance. Therefore, the proposed project would not conflict with or obstruct implementation of the 2022 AQMP and the potential impact would be less than significant.

Cumulatively Considerable Increases in Emissions

Threshold: Would the proposed project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Impact: The mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast AQMD. As such, it would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

Impact Analysis

Construction-Related Impacts

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related air quality impact would be less than significant.

Operational Impacts

Operational emissions associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes with the City of Perris. These emissions would be generated by truck engine running exhaust and, for PM10 and PM2.5, tire wear, brake wear, and roadway dust. Non-truck passenger vehicles would not be affected.

As discussed previously, the Truck Route Plan Update Transportation Analysis prepared for the proposed project determined that total city-wide truck VMT would increase by approximately 40 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The average daily emissions associated with this increase have been calculated utilizing the EMFAC emissions factors programed into the California Emissions Estimator Model (CalEEMod) version 2022.1.1.35. The results of these calculations are presented in Table 5.1-2. As shown, the proposed project would generate average daily operational emissions for 2025 that do not exceed the thresholds of significance recommended by the South Coast AQMD. This would be a less than significant impact.

TABLE 5.1-2 - ESTIMATED MASS DAILY OPERATIONAL EMISSIONS FOR 2025						
Emissions Source	Emissions in Pounds Per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Mobile Sources	0.01	0.10	0.02	0.00	0.03	0.01
South Coast AQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
CalEEMod result sheets are provided in Appendix D.						

CUMULATIVE IMPACTS

Because the South Coast Air Basin is currently in nonattainment for ozone, PM10, and PM2.5, other new development projects in the City of Perris and surrounding areas could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project contribution, the South Coast AQMD considers any construction-related and/or operational emissions from individual projects that exceed the project-specific thresholds of significance identified above to be considered cumulatively considerable.

As discussed above, the maximum mass daily emissions associated with the proposed project would not exceed the thresholds of significance recommended by the South Coast AQMD. Therefore, the proposed project would not contribute a cumulatively considerable increase in emissions for the pollutants for which the South Coast Air Basin is in nonattainment. The cumulative air quality impacts associated with the proposed project would be less than significant.

In the future, the total city-wide truck VMT would increase by approximately 3,010 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trips lengths for future projects within and around the City of Perris. The average daily increase in emissions in 2045 is shown in Table 5.1-3. As shown, the proposed project would result in average daily operational emissions for 2025 that do not exceed the thresholds of significance recommended by the South Coast AQMD. Thus, air quality impacts would not be cumulatively considerable.

TABLE 5.1-3 - ESTIMATED MASS DAILY OPERATIONAL EMISSIONS FOR 2045						
Emissions Source	Emissions in Pounds Per Day					
	ROG	NOx	CO	SOx	PM10	PM2.5
Mobile Sources	0.10	2.83	0.70	0.04	2.21	0.49
South Coast AQMD Thresholds of Significance	55.0	55.0	550.0	150.0	150.0	55.0
Significant Impact?	No	No	No	No	No	No
CalEEMod result sheets are provided in Appendix D.						

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant air quality impacts.

REFERENCES

RK Engineering Group, Inc. December 30, 2025. *Truck Route Plan Update Transportation Analysis, City of Perris*.

South Coast Air Quality Management District. March 2023. *South Coast AQMD Air Quality Significance Thresholds*. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=f7601d61_25.

South Coast Air Quality Management District. December 2, 2022. *2022 Air Quality Management Plan*. Available at: https://www.aqmd.gov/home/air-quality/air-quality-management-plans/air-quality-mgt-plan.

ENERGY

SUMMARY

The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation.

The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

ENVIRONMENTAL SETTING

Regional Energy Supply

California's on-road transportation system includes over 170,000 miles of highways and major roadways, more than 27 million passenger vehicles and light trucks, and almost eight million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. Petroleum comprises about 92 percent of all transportation energy use, excluding fuel consumed for aviation and most marine vessels. Nearly 19 billion gallons of on-highway fuel are consumed each year, including 15.1 billion gallons of gasoline (including ethanol) and 3.9 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2016, Californians also used 194 million therms of natural gas as a transportation fuel, or the equivalent of 155 million gallons of gasoline.

The U.S. Energy Information Administration (EIA) is the statistical and analytical agency within the U.S. Department of Energy. The EIA conducts a comprehensive data collection program that covers the full spectrum of energy sources, end uses, and energy flows, and publishes that data for each state. The most recent "Quick Facts" published by the EIA for California state that:[1]

- California was the eighth-largest producer of crude oil among the 50 states in 2024 and the state ranked third in oil refining capacity.
- California is the second-largest consumer of motor gasoline after Texas.
- California's total energy consumption is second-highest in the nation, after Texas, but its per capita energy consumption is the third-lowest in the nation.

As indicated above, California is one of the nation's leading energy-producing states, and California per capita energy use is among the nation's most efficient.

[1] U.S. Energy Information Administration. https://www.eia.gov/state/index.php?sid=CA, January 5, 2026.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant energy impact if it would:

1. Consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation.
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

In addition, Appendix F to the CEQA Guidelines states that the means of achieving the goal of energy conservation includes the following:

- Decreasing overall per capita energy consumption.
- Decreasing reliance on fossil fuels such as coal, natural gas and oil; and
- Increasing reliance on renewable energy sources.

Pursuant to impact possibilities listed in Appendix F to the CEQA Guidelines, environmental impacts associated with regard to energy consumption and conservation may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
3. The effects of the project on peak and base period demands for electricity and other forms of energy;
4. The degree to which the project complies with existing energy standards;
5. The effects of the project on energy resources;
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

PROJECT IMPACTS

Energy Consumption

Threshold: Would the proposed project consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation?

Impact: The proposed project would not consume energy resources in a wasteful, inefficient, or unnecessary amount.

Impact Analysis

The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal

Construction Energy Demands

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential energy demand specific to the installation of new signs would be minimal and would not occur in a wasteful, inefficient, or unnecessary amount.

Operational Energy Demands

Operational energy use associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes within the City of Perris. Non-truck passenger vehicles would not be affected.

As discussed previously, the Truck Route Plan Update Transportation Analysis prepared for the proposed project determined that total city-wide truck VMT would increase by approximately 40 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The EMFAC2021 model assumes that heavy-duty trucks travel approximately 6.26 miles per gallon of fuel. As such, the proposed project would result in an average fuel use of approximately 6.4 gallons of fuel per day in 2025.

The project is proposed to comply with the requirements of AB 98 and new Government Code Section 65302.02. AB 98 requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. While the project would result in an increase in truck VMT, this increased VMT resulting in the protection of residents and sensitive receptors in Perris would not result in a wasteful, inefficient, or unnecessary use of fuel. Therefore, the impact of the proposed project would be less than significant.

The effects of the project on local and regional energy supplies and on requirements for additional capacity

As discussed previously, nearly 19 billion gallons of on-highway fuel are consumed each year, including 15.1 billion gallons of gasoline (including ethanol) and 3.9 billion gallons of diesel fuel. These fuel resources are currently not limited in quantities for consumer consumption and additional capacity would not be required to accommodate the demands of the proposed project.

The effects of the project on peak and base period demands for electricity and other forms of energy

The proposed project would result in an increase in total city-wide VMT. It would not affect peak and base period demands for electricity or other forms of energy.

The degree to which the project complies with existing energy standards

All trucks affected by the proposed project and associated increase in VMT would be required to comply with all applicable federal and State vehicle fuel consumption standards.

The effects of the project on energy resources

The effects of the proposed project on energy supplies and resources from a capacity standpoint are described above in the preceding analyses. While the proposed project would result in the increased consumption of fuel resources, the use of these resources would not occur in a wasteful, inefficient, or unnecessary amount.

The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives

As stated above, energy impacts associated with trucks during construction and operation of the proposed project would not result in the inefficient, unnecessary, or wasteful consumption of energy.

Energy Efficiency

Threshold: Would the proposed project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Impact: The proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

Impact Analysis

There are currently no adopted State or local plans for renewable energy that are applicable to the proposed project. As such, the project would not conflict with such plans, and no impact would occur.

CUMULATIVE IMPACTS

Project construction and operation would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the proposed project can be accommodated within the context of available resources and energy delivery systems. The proposed project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California.

In the future, the total city-wide truck VMT would increase by approximately 3,010 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trip lengths for future projects within and around the City of Perris. Assuming this same 6.26 miles per gallon for heavy-duty trucks, this equates to an increased fuel use of approximately 480.8 gallons per day.

Other cumulative developments within the City and the region would also be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the proposed project, including compliance with Title 24 and the CalGreen Code, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the proposed project would not result in a potentially cumulatively-considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, impacts would not be cumulatively considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant energy impacts.

REFERENCES

RK Engineering Group, Inc. December 30, 2025. *Truck Route Plan Update Transportation Analysis, City of Perris*.

U.S. Energy Information Administration. *California State Profile and Energy Estimates*. Available at: https://www.eia.gov/state/index.php?sid=CA. Accessed January 5, 2026.

GREENHOUSE GAS EMISSIONS

SUMMARY

The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast Air Quality Management District.

The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

ENVIRONMENTAL SETTING

Greenhouse Gas Emissions Background

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride (SF_6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H_2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05 on June 1, 2005, which calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050 in California. The Secretary of the California Environmental Protection Agency was charged with coordination of efforts to meet these targets and formed the Climate Action Team to implement the Order.

In March 2006, the Climate Action Team published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the 2006 Climate Action Team Report). The 2006 Climate Action Team Report identifies a recommended list of strategies that the State could pursue to reduce climate change

GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposed full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Scoping Plan was approved by the ARB on December 11, 2008. According to The 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants, and supporting economic growth.[1]

In April 2015, Governor Brown signed Executive Order B-30-15 which establishes a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Five key goals for reducing GHG emissions through 2030 include: increasing renewable electricity to 50 percent; 2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; 3) reducing petroleum use in cars and trucks by up to 50 percent; 4) reducing emissions of short-lived climate pollutants; and 5) managing farms, rangelands, forests and wetlands to increasingly store carbon. Executive Order B-30-15 also called on the ARB to update the AB 32 Climate Change Scoping Plan to incorporate the 2030 target. The new interim standard was adopted under Senate Bill (SB) 32 and the ARB requirements were adopted under AB 197 in the Summer of 2016.

Regulatory Setting

California Emissions Reductions Policies and Targets

In June 2005, Governor Schwarzenegger issued Executive Order S-3-05, establishing GHG emissions reduction targets for the State of California. In 2006, the State adopted the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). AB 32 declared that global warming poses a serious threat

[1] California Air Resources Board, 2017.

to the economic well-being, public health, natural resources, and the environment of California, and established a State goal of reducing GHG emissions to 1990 levels by the year 2020.

Executive Order B-30-15 was enacted by Governor Brown on April 29, 2015. This Executive Order establishes an interim GHG emission reduction goal for the State to reduce GHG emissions to 40 percent below 1990 levels by 2030. This Executive Order also directs all State agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the new interim 2030 goal, as well as the pre-existing, long-term 2050 goal identified in Executive Order S-3-05 to reduce GHG emissions to 80 percent below 1990 levels by the year 2050.

SB 32 authorizes the ARB to adopt an interim GHG emissions level target to be achieved by 2030 and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions. The California Legislature also passed companion legislation AB 197, which provided additional direction for developing an updated Scoping Plan. The ARB released the second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32 in November 2017.

Additionally, signed into law in September 2018, SB 100 increased California's renewable electricity portfolio from 50 to 60 percent by 2030. SB 100 also established a further goal to have an electric grid that is entirely powered by clean energy by 2045.

Executive Order N-79-20, signed by Governor Gavin Newsom on September 23, 2020, directs the State to require that, by 2035, all new cars and passenger trucks sold in California be zero-emission vehicles to reduce transportation GHG emissions, the primary source of emissions in the state. Following the Executive Order, the ARB will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero emission by 2035 and that all operations of medium- and heavy-duty vehicles shall be 100 percent zero emission by 2045 where feasible.

AB 1279, the California Climate Crisis Act, enacted in September 2022, updated the goals of AB 32. The bill established a statewide goal to achieve net-zero GHG emissions by 2045 and to achieve and maintain net-negative GHG emissions thereafter. Additionally, the bill established a specific target for statewide anthropogenic GHG emissions to be reduced to at least 85 percent below the 1990 levels by 2045. The bill requires the ARB to work with relevant state agencies to ensure that updates to the Scoping Plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable CO_2 removal solutions and carbon capture, utilization, and storage technologies in California, as specified. The bill also requires the ARB to submit an annual progress report.

The Advanced Clean Trucks regulation is a manufacturers zero-emission vehicle sales requirement and a one-time reporting requirement for large entities and fleets. The regulation requires large carriers to begin transitioning drayage trucks to zero-emission vehicles in 2024, with full implementation by 2035. The Advanced Clean Trucks regulation will also end diesel truck sales by 2036 to encourage adoption of zero-emission medium and heavy-duty vehicles. The goal of this proposed strategy is to achieve nitrogen oxides and GHG emissions reductions through clean technology and facilitate adoption of zero-emission heavy-duty technology.

Local Regulations

The City of Perris Climate Action Plan (CAP) was completed in February 2016. The Perris CAP was developed to address global climate change through the reduction of harmful greenhouse gas emissions at the community level and as part of California's mandated statewide AB 32 GHG reduction goals. Through the Perris CAP, the City has developed multiple sustainable strategies to directly benefit the community by decreasing carbon emissions while adapting to a changing climate. The programs and actions provided in the Perris CAP were developed to help the city grow healthily, resourcefully, and sustainably.

Statewide GHG Emissions

The ARB is responsible for developing the state GHG emissions inventory. This inventory estimates the amount of GHGs emitted to and removed from the atmosphere by human activities in the state and supports the AB 32 Climate Change Program. The ARB's current GHG emission inventory covers the years 2000-2023 and is based on fuel use, equipment activity, industrial processes, and other relevant data (e.g., housing, landfill activity, and agricultural lands).

According to the ARB emission inventory estimates, the state emitted approximately 360.4 million metric tons of carbon dioxide equivalents (MMT CO_2e) emissions in 2023. The largest emissions category in the transportation sector is transportation, which consists of passenger vehicles (cars, motorcycles, and light-duty trucks) and heavy-duty vehicles, and accounts for approximately 38 percent of statewide emissions, followed by the industrial sector (22 percent) and electricity sector (12 percent in state generation and 4 percent imports). The remaining sources of GHG emissions were in the residential sector (10 percent), the agriculture sector (8 percent), and the commercial sector (7 percent).

Citywide GHG Emissions

The Perris CAP included a baseline inventory of community-wide GHG emissions. Total aggregated community emissions for Perris were approximately 378,099 metric tons of carbon dioxide equivalents (MT CO_2e) in 2010. Transportation accounted for the largest share of emissions (60 percent), followed by residential energy use (20 percent) and commercial and industrial energy use (15 percent). Waste generation and wastewater and sewer systems accounted for the remaining 5 percent.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on GHG emissions if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address project actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project's emissions. Rather, due to the "relocation" factor, new land use projects sometimes merely redistribute existing mobile emissions;[2] accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the "addition" of redistributed emissions to a new locale can make a substantial difference to overall air quality.

For greenhouse gas emissions and global climate change, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the ARB published some draft thresholds several years ago, they were never adopted and the ARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

As discussed in the Air Quality section of this EIR, the City of Perris relies upon the expert guidance of the South Coast AQMD regarding the methodology and thresholds of significance for the evaluation of air quality impacts within the South Coast Air Basin. GHG emissions are air pollutants that are subject to local control by the South Coast AQMD. As such, the City looks to the South Coast AQMD for guidance in the evaluation of GHG impacts.

The South Coast AQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the South Coast AQMD adopted an interim 10,000 MT CO_2e per year screening level threshold for stationary source/industrial projects for which the South Coast AQMD is the lead agency. The South Coast

[2] For example, a subdivision of 500 homes generates 5,000 new trips per day and those trips would be added to the local streets and intersections. In the case of climate change, the trips that are associated with those same 500 homes presumably would emit roughly the same volume of GHGs in the City of Perris as they would if they were traveling the same number of miles in Cleveland, Ohio. As a result, while raw vehicle trip counts occurring within a project area will accurately predict changes in congestion at intersections, the same certainty cannot be provided for climate change. The trips would certainly increase the number of vehicles passing through local intersections, but they will not increase the amount of GHG emissions into the world's atmosphere if those trips simply have been relocated from another location on the planet.

AQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT CO_2e per year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT CO_2e per year), commercial projects (1,400 MT CO_2e per year), and mixed-use projects (3,000 MT CO_2e per year). Under option 2 a single numerical screening threshold of 3,000 MT CO_2e per year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MT CO_2e per service population for project level analyses and 6.6 MT CO_2e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MT CO_2e per service population for project level analyses and 4.1 MT CO_2e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the South Coast AQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the South Coast AQMD, the City of Perris has been using the South Coast AQMD's 10,000 MT CO_2e per year threshold for industrial projects and the draft thresholds for nonindustrial projects for the purpose of evaluating the GHG impacts associated with proposed general development projects. This approach is consistent with CEQA Guidelines. Section 15064.7(b), which states that "a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." The South Coast AQMD is the regional authority on air emissions and has published documentation for threshold development. Although the AB 32 target of reducing statewide emissions to 1990 levels by 2020 was the primary state goal at the time of the South Coast AQMD threshold development, the South Coast AQMD also determined that the interim thresholds would contribute to achieving the Executive Order S-3-05 goal of reducing emissions to 80 percent below 1990 levels by 2050. SB 32 adopted an interim threshold of 40 percent reduction from 1990 levels by 2030 to put the state on track to achieve the S-3-05 2050 target. The S-3-05 target has been superseded by the AB 1279 goal of an 85 percent reduction in anthropogenic emissions from 1990 levels by 2045. The 2022 Scoping Plan details how the State will reduce GHG emissions to meet the 2030 target set by Executive Order B-30-15 and codified by SB 32. Other objectives listed in the 2022 Scoping Plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and support the Clean Power Plan and other Federal actions. Additionally, the Scoping Plan acknowledges that new technologies and statewide policies would be required to achieve the AB 1279 target beyond 2030, such as increased emissions reduction standards and increased use of zero-emissions vehicles. As such, a goal of 85 percent reduction from 1990 levels or net-zero GHG emissions is not prescribed as a local target or threshold. The 2030 interim target remains an appropriate threshold for local agencies to achieve a fair share reduction toward statewide emissions reduction goals. As such, the City of Perris and other lead agencies throughout the South Coast Air Basin continue to apply the South Coast AQMD adopted and draft thresholds. For this project, the City is utilizing the 3,000 MT CO_2e per year threshold of significance for non-industrial projects.

PROJECT IMPACTS

Generation of GHG Emissions

Threshold: Would the proposed project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Impact: The proposed project would result in a net increase in greenhouse gas emissions but would not exceed the thresholds of significance recommended by the South Coast AQMD.

Impact Analysis

Tier 1

The proposed project is subject to CEQA, but no categorical exemptions are applicable to the project. Therefore, the analysis moves to Tier 2.

Tier 2

Neither the South Coast AQMD nor the City of Perris have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

Tier 3

GHG emissions associated with the proposed project would be due to an increase in distance that trucks would have to travel to access designated truck routes with the City of Perris. These emissions would be generated by truck engine running exhaust. Non-truck passenger vehicles would not be affected.

The Truck Route Plan Update Transportation Analysis prepared for the proposed project determined that total city-wide truck VMT would increase by approximately 40 miles per day under 2025 with project conditions compared to existing 2025 without project conditions. The annual average GHG emissions associated with this increase have been calculated utilizing the EMFAC emissions factors programed into the California Emissions Estimator Model (CalEEMod) version 2022.1.1.35. The proposed project would generate approximately 0.05 MT CO_2e emissions for 2025 (see Appendix D). This would not exceed the 3,000 MT CO_2e threshold of significance for non-industrial projects. Therefore, the City of Perris, as lead agency, concludes that the GHG emissions generated in association with the proposed project would not have a significant impact on the environment.

Consistency With GHG Plans

Threshold: Would the proposed project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Impact: The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Impact Analysis

As discussed previously, the 2006 Climate Action Team Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels and further updated in 2017 to reflect the 2030 reduction target set by Executive Order B-30-15. The strategies from the 2006 Climate Action Team Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions but are not applicable to each and every new general development project. The general intent of these plans, however, is to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. Strategies and measures have also been implemented on the state level by example of the new Title 24 CalGreen Code and on the local level through the Perris CAP.

The project is proposed to comply with the requirements of AB 98 and new Government Code Section 65302.02. AB 98 requires cities and counties to update the circulation element components of their general plans to establish designated truck routes that avoid residential areas and sensitive receptors. While the project would result in an increase in truck VMT, there are no plans, policies, or regulations that pertain to the designation of truck routes and the reduction of GHG emissions. Therefore, the proposed project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed project would be less than significant.

CUMULATIVE IMPACTS

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially.

In the future, the total city-wide truck VMT would increase by approximately 3,010 miles per day under 2045 with project conditions compared to 2045 without project conditions. The increase in VMT is associated with the potential increased trips lengths for future projects within and around the City of Perris. This increase in VMT would generate approximately 2.10 MT CO_2e emissions in 2045 (see Appendix D). This would not exceed the 3,000 MT CO_2e threshold of significance for non-industrial projects. Therefore, GHG emissions impacts would not be cumulatively considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant impacts associated with GHG emissions.

REFERENCES

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South Coast Air Quality Management District. September 28, 2010. *Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15*.

NOISE

SUMMARY

Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Operation of the proposed project would not generate substantial permanent increases in noise levels.

Construction activities associated with the proposed project would not generate excessive ground-borne vibration.

ENVIRONMENTAL SETTING

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically "hard" locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically "soft" locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes, hotels, and commercial buildings is generally more than 30 dBA.

Fundamentals of Ground-borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration.

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

Existing Noise Sources in Perris

A variety of noise sources occur within the City of Perris. The primary source of noise is motor vehicle traffic along the streets and highways within Perris. Another primary source of noise within the City— particularly in the north— is aircraft flight into March Air Reserve Base/Inland Port Airport (March ARB/IPA).

Traffic noise is generated by the friction of tires on pavement, together with the sounds of engines and exhausts. Generally, higher traffic volumes and speeds equal higher noise levels along the roadway. Accordingly, the highest traffic noise levels are typically found along the I-215 corridor. The mix of vehicles also directly affects noise levels. For example, noise levels along a truck route would typically be higher than noise levels along a comparable street that did not allow trucks.

Located immediately north of the city, March ARB/IPA is a joint military/civilian use air transport facility, that includes air cargo freight traffic. This facility is expected to play an increasingly important role in transportation of goods and cargo for the southern California region. Existing flight patterns affect a large portion of Perris, along a path that bisects the city in a northwest/southeast alignment. Noise contours above 65 dBA CNEL fall within several existing residential neighborhoods located east of Perris Boulevard, between Rider Street and Nuevo Road. Noise contours and accident potential zones associated with air traffic projected onto the Perris planning area are shown on the following page.

The privately-operated Perris Valley Airport is a source of aircraft noise in the southern part of the city, operating primarily a center for skydiving enthusiasts. Aircraft typically consist of Twin Otter Turbo Prop, 20-passenger planes equipped with jet engines and propellers. On a peak weekend skydiving day, with optimal weather conditions and a day-long stream of skydiving customers, approximately 60 separate flights may occur. There are occasional night flights.

Railway operations are another source of mobile source noise levels in specific area of Perris. Railway operations include freight trains and, at present, ten Metrolink passenger trains per day.

A number of stationary sources also generate noise on a regular basis. Much of this noise occurs at industrial sites that are generally located away from sensitive land uses. Noise sources typically involve truck backup beepers and outdoor speakers. Other notable stationary sources include auto racing events at the Perris Auto Speedway located adjacent to the City at the Lake Perris State Recreational Area, and motorcycle racing events at the Starwest Motocross Park, just south of the Speedway.

Existing Ground-borne Vibration Levels

Aside from seismic events, the greatest regular sources of ground-borne vibration in the City of Perris are currently roadway truck traffic, railway traffic, and construction activities. Heavy trucks typically generate ground-borne vibration velocity levels of around 63 vibration decibels (VdB) and these levels could reach 72 VdB where trucks pass over bumps in the road.[1]

Regulatory Setting

Perris Municipal Code

The City of Perris has adopted a Noise Ordinance (Chapter 7.34 of the Perris Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The noise regulation applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street, or right-of-way, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted.

Perris Municipal Code Section 7.34.060 specifies the maximum level of construction noise that can be generated in any residential zone of the city. Specifically, it is unlawful for any person between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA L_{max} (maximum noise level) in residential zones in the city.

THRESHOLDS OF SIGNIFICANCE

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant impact on noise and vibration if it would:

1. Generate a substantial temporary or permanent increase in noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

2. Generate excessive ground-borne vibration or ground-borne noise levels.

3. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

The Initial Study prepared for the proposed project determined that the proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft noise levels (significance threshold 3). Therefore, no further evaluation of this impact is provided in this EIR.

[1] Federal Transit Administration, 2006.

Increases in Noise Levels

Construction-Related Noise Levels

Construction-related noise impacts would be considered significant if construction activities were to occur between the hours of seven p.m. of any day and seven a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise, or if noise levels generated during allowed construction times would exceed 80 dBA L_{max} at residential properties.

Operational Noise Levels

The CEQA Guidelines do not define the levels at which permanent increases in ambient noise are considered "substantial." As discussed previously in this section, a noise level increase of 3 dBA is barely perceptible to most people, a 5 dBA increase is readily noticeable, and a difference of 10 dBA would be perceived as a doubling of loudness. Based on this information, this EIR assumes that a 3 dBA increase in roadway noise levels along any of the affected roadways would result in a substantial and significant impact.

Ground-borne Vibration or Ground-borne Noise Levels

The CEQA Guidelines do not define the levels at which ground-borne vibration or ground-borne noise is considered "excessive." In addition, the City of Perris has not adopted any thresholds for ground-borne vibration impacts. However, the California Department of Transportation (Caltrans) has adopted vibration standards to evaluate potential impacts related to construction activities. Based on the Caltrans criteria, a significant structural ground-borne vibration impact could occur if the nearby residential buildings are exposed to vibration levels of 0.3 inches per second PPV. A 0.5 inches per second PPV standard can be used to determine if the nearby commercial buildings could suffer potential damage. The potential for nearby residents to be annoyed by ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

PROJECT IMPACTS

Increases in Noise Levels

Threshold: Would the proposed project generate a substantial temporary or permanent increase in noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Impact: Construction activities associated with the proposed project would not generate a substantial temporary increase in noise levels. Operation of the proposed project would not generate substantial permanent increases in noise levels.

Impact Analysis

Construction-Related Impacts

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No heavy-duty construction equipment would be used. The signs would be installed during daytime hours. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related noise impact would be less than significant.

Operational Noise Impacts

Changes in roadway associated with the proposed project would be due to diversions that trucks would have to travel to access designated truck routes with the City of Perris. The changes in roadway segment traffic volumes have been evaluated in the Truck Route Plan Update Transportation Analysis prepared for the proposed project. The changes in roadway segment noise levels based on these traffic volumes are identified in Table 5.4-1.

As shown in Table 5.4-1, the changes in roadway traffic volumes associated with the proposed project would increase local noise levels by a maximum of 0.2 dBA. This increase would be imperceptible to most people and would not exceed 3 dBA. This would be a less than significant impact.

Ground-borne Vibration or Ground-borne Noise Levels

Threshold: Would the proposed project generate excessive ground-borne vibration?

Impact: Construction activities associated with the proposed project would not generate excessive ground-borne vibration.

Impact Analysis

Construction-Related Vibration Levels

The proposed project would not involve any new construction or development. Signs would be installed as required by Government Code Section 65302.02 to identify the designated truck routes. No heavy-duty construction equipment would be used. The signs would be installed during daytime hours. No new unplanned roadways would have to be constructed to redistribute the truck traffic and no existing roadways would have to be modified. Therefore, any potential construction-related vibration impacts would be less than significant. The proposed project would not generate any ground-borne noise levels.

TABLE 5.4-1 - PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Existing and Planned Land Uses	Existing Traffic Volumes	Existing + Project Traffic	Increase in dBA	Significant Impact?
Harley Knox Boulevard I-215 to Patterson Ave.	Light Industrial, General Industrial, Commercial	21,762	21,742	-0.0	No
Harley Knox Boulevard Patterson Ave. to Webster Ave.	General Industrial	20,563	20,542	-0.0	No
Harley Knox Boulevard Webster Ave. to Indian Ave.	General Industrial	19,407	19,379	-0.0	No
Harley Knox Boulevard Indian Ave. to Perris Blvd.	Light Industrial, Commercial	13,411	13,449	0.0	No
Harley Knox Boulevard Perris Blvd. to Redlands Ave.	Light Industrial, Commercial	9,122	8,360	-0.4	No
Morgan Street Nevada Rd. to Webster Ave.	Public/Semi-Public, BPO	2,138	2,138	0.0	No
Morgan Street Webster Ave. to Perris Blvd.	Light Industrial	2,459	2,458	-0.0	No
Morgan Street Perris Blvd. to Redlands Ave.	Light Industrial	1,576	1,599	0.1	No
Rider Street Frontage Rd. to Perris Blvd.	Light Industrial, BPO	6,877	6,524	-0.2	No
Placentia Avenue Frontage Rd. to Perris Blvd.	BPO, Business Park, Light Industrial, Planned Residential	11,613	11,616	0.0	No
4th Street 7th Street to A Street	Commercial, Professional Office	41,030	41,090	0.0	No
4th Street A Street to Perris Blvd	Commercial, Professional Office	22,449	22,466	0.0	No
4th Street Perris Blvd. to Redlands Ave.	Commercial, Professional Office	18,287	18,647	0.1	No
San Jacinto Avenue Redlands Ave. to East City Limit	Commercial, Existing & Planned Residential	17,198	16,704	-0.1	No
Ellis Avenue A Street to End of Road	High School, Residential	1,319	1,253	-0.2	No
Ellis Avenue End of Rd. to Perris Blvd.	Residential, General Industrial	771	745	-0.1	No
Ellis Avenue Perris Blvd. to Goetz Rd.	Residential, General Industrial	1,402	1,329	-0.2	No
Ellis Avenue Goetz Road to End of Road	Airport, Planned Commercial	2,367	2,464	0.2	No

TABLE 5.4-1 - PROJECT ROADWAY NOISE IMPACTS

Roadway Segment	Existing and Planned Land Uses	Existing Traffic Volumes	Existing + Project Traffic	Increase in dBA	Significant Impact?
Ellis Avenue Realignment Overpass to Sherman Rd.	Planned Residential, Golf, & Commercial	57	59	0.1	No
Case Road G Street to Ellis Avenue	Planned Commercial & Light Industrial	7,314	7,357	0.0	No
Case Road Ellis Ave. to Mapes Rd.	Airport, Metrolink, EMWD, Planned Commercial	6,044	6,156	0.1	No
Case Road Bonnie Drive to Watson Rd.	EMWD, Planned Light Industrial	3,785	3,847	0.1	No
Ethanac Road Murrieta Road to I-215	Residential & Commercial	16,937	16,940	0.0	No
Ethanac Road I-215 to Sherman Road	Planned Commercial	12,729	12,743	0.0	No
Western Way Northern City Limits to Harley Knox Blvd.	Light Industrial, General Industrial	1,621	1,621	0.0	No
Indian Avenue Northern City Limits to Markham St.	General Industrial, Light Industrial	8,760	8,777	0.0	No
Indian Avenue Markham St. to Ramona Expressway	Light Industrial	7,771	7,779	0.0	No
Indian Avenue Ramona Expressway to Rider St.	Light Industrial	8,688	8,701	0.0	No
Indian Avenue Rider St. to Placentia Ave.	Light Industrial, BPO	8,060	8,097	0.0	No
Goetz Road Ellis Avenue to Mapes Road	Airport, General Industrial, Light Industrial	9,115	9,272	0.1	No
Redlands Avenue Harley Knox Blvd. to Ramona Expressway	Light Industrial, Commercial	9,783	9,787	0.0	No
Redlands Avenue Ramona Expressway to Rider St.	Light Industrial, BPO, Commercial	4,975	5,119	0.1	No
Redlands Avenue San Jacinto Ave. to I-215	Commercial	28,752	28,526	-0.0	No
Redlands Avenue I-215 to 4th Street	Commercial	25,656	26,591	0.2	No

Calculation data and results are provided in Appendix E.

CUMULATIVE IMPACTS

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the diversions that trucks would have to travel to access designated truck routes with the City of Perris and related projects within Perris and surrounding areas. The increases in roadway noise levels associated with cumulative development are identified in Table 5.4-2. As shown, cumulative development would result in substantial increases in roadway noise levels along eight roadway segments. This would be a significant cumulative noise impact.

The contribution of the proposed project to the substantial increases along the eight roadway segments is identified in Table 5.4-3. As shown, the diversions that trucks would have to travel to access designated truck routes with the City of Perris would contribute a maximum of 0.2 dBA to the significant cumulative impacts. This increase would be imperceptible to most people. As such, the contribution of the proposed project to the significant cumulative roadway noise impacts would not be considerable.

UNAVOIDABLE SIGNIFICANT IMPACTS

The proposed project would not create any unavoidable significant noise and vibration impacts.

REFERENCES

RK Engineering Group, Inc. December 30, 2025. *Truck Route Plan Update Transportation Analysis, City of Perris*.

U.S. Department of Transportation, Federal Highway Administration. 2006. *FHWA Roadway Construction Noise Manual User's Guide*. Report No. FHWA-HEP-05-054. Cambridge, Massachusetts: John Volpe National Transportation Systems Center, Acoustics Facility.

TABLE 5.4-2 - CUMULATIVE PROJECTS ROADWAY NOISE IMPACTS

Roadway Segment	Existing and Planned Land Uses	Existing Traffic Volumes	Future (Year 2045) + Project Traffic	Increase in dBA	Substantial Increase?
Harley Knox Boulevard I-215 to Patterson Ave.	Light Industrial, General Industrial, Commercial	21,762	22,753	0.2	No
Harley Knox Boulevard Patterson Ave. to Webster Ave.	General Industrial	20,563	24,125	0.7	No
Harley Knox Boulevard Webster Ave. to Indian Ave.	General Industrial	19,407	20,349	0.2	No
Harley Knox Boulevard Indian Ave. to Perris Blvd.	Light Industrial, Commercial	13,411	14,122	0.2	No
Harley Knox Boulevard Perris Blvd. to Redlands Ave.	Light Industrial, Commercial	9,122	12,646	1.4	No
Morgan Street Nevada Rd. to Webster Ave.	Public/Semi-Public, BPO	2,138	2,246	0.2	No
Morgan Street Webster Ave. to Perris Blvd.	Light Industrial	2,459	3,119	1.0	No
Morgan Street Perris Blvd. to Redlands Ave.	Light Industrial	1,576	1,920	0.9	No
Rider Street Frontage Rd. to Perris Blvd.	Light Industrial, BPO	6,877	7,995	0.7	No
Placentia Avenue Frontage Rd. to Perris Blvd.	BPO, Business Park, Light Industrial, Planned Residential	11,613	13,623	0.7	No
4th Street 7th Street to A Street	Commercial, Professional Office	41,030	43,071	0.2	No
4th Street A Street to Perris Blvd	Commercial, Professional Office	22,449	25,592	0.6	No
4th Street Perris Blvd. to Redlands Ave.	Commercial, Professional Office	18,287	27,386	1.8	No
San Jacinto Avenue Redlands Ave. to East City Limit	Commercial, Existing & Planned Residential	17,198	28,341	2.2	No
Ellis Avenue A Street to End of Road	High School, Residential	1,319	10,184	8.9	Yes
Ellis Avenue End of Rd. to Perris Blvd.	Residential, General Industrial	771	9,202	10.8	Yes
Ellis Avenue Perris Blvd. to Goetz Rd.	Residential, General Industrial	1,402	9,995	8.5	Yes
Ellis Avenue Goetz Road to End of Road	Airport, Planned Commercial	2,367	2,692	0.6	No

TABLE 5.4-2 - CUMULATIVE PROJECTS ROADWAY NOISE IMPACTS

Roadway Segment	Existing and Planned Land Uses	Existing Traffic Volumes	Future (Year 2045) + Project Traffic	Increase in dBA	Substantial Increase?
Ellis Avenue Realignment Overpass to Sherman Rd.	Planned Residential, Golf, & Commercial	57	1,170	13.1	Yes
Case Road G Street to Ellis Avenue	Planned Commercial & Light Industrial	7,314	14,064	2.8	No
Case Road Ellis Ave. to Mapes Rd.	Airport, Metrolink, EMWD, Planned Commercial	6,044	17,761	4.7	Yes
Case Road Bonnie Drive to Watson Rd.	EMWD, Planned Light Industrial	3,785	12,017	5.0	Yes
Ethanac Road Murrieta Road to I-215	Residential & Commercial	16,937	25,285	1.7	No
Ethanac Road I-215 to Sherman Road	Planned Commercial	12,729	19,492	1.9	No
Western Way Northern City Limits to Harley Knox Blvd.	Light Industrial, General Industrial	1,621	2,532	1.9	No
Indian Avenue Northern City Limits to Markham St.	General Industrial, Light Industrial	8,760	13,749	2.0	No
Indian Avenue Markham St. to Ramona Expressway	Light Industrial	7,771	8,168	0.2	No
Indian Avenue Ramona Expressway to Rider St.	Light Industrial	8,688	9,929	0.6	No
Indian Avenue Rider St. to Placentia Ave.	Light Industrial, BPO	8,060	12,351	1.9	No
Goetz Road Ellis Avenue to Mapes Road	Airport, General Industrial, Light Industrial	9,115	29,487	5.1	Yes
Redlands Avenue Harley Knox Blvd. to Ramona Expressway	Light Industrial, Commercial	9,783	15,100	1.9	No
Redlands Avenue Ramona Expressway to Rider St.	Light Industrial, BPO, Commercial	4,975	20,822	6.2	Yes
Redlands Avenue San Jacinto Ave. to I-215	Commercial	28,752	44,999	1.9	No
Redlands Avenue I-215 to 4th Street	Commercial	25,656	27,920	0.4	No

Calculation data and results are provided in Appendix E.

TABLE 5.4-3 - PROJECT CONTRIBUTION TO SIGNIFICANT CUMULATIVE ROADWAY NOISE IMPACTS

Roadway Segment	Existing and Planned Land Uses	Future (Year 2045) Traffic Volumes	Future (Year 2045) + Project Traffic	Increase in dBA	Substantial Increase?
Ellis Avenue A Street to End of Road	High School, Residential	10,722	10,184	-0.2	Yes
Ellis Avenue End of Rd. to Perris Blvd.	Residential, General Industrial	9,524	9,202	-0.1	Yes
Ellis Avenue Perris Blvd. to Goetz Rd.	Residential, General Industrial	10,546	9,995	-0.2	Yes
Ellis Avenue Realignment Overpass to Sherman Rd.	Planned Residential, Golf, & Commercial	1,121	1,170	0.2	Yes
Case Road Ellis Ave. to Mapes Rd.	Airport, Metrolink, EMWD, Planned Commercial	17,437	17,761	0.1	Yes
Case Road Bonnie Drive to Watson Rd.	EMWD, Planned Light Industrial	11,822	12,017	0.1	Yes
Goetz Road Ellis Avenue to Mapes Road	Airport, General Industrial, Light Industrial	28,989	29,487	0.1	Yes
Redlands Avenue Ramona Expressway to Rider St.	Light Industrial, BPO, Commercial	20,238	20,822	0.1	Yes

Calculation data and results are provided in Appendix E.

ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION TO THE ALTERNATIVES ANALYSIS

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

> The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.

More specifically, the CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives need not be exhaustive, but it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed "infeasible."

Section 15126.6(a) of the CEQA Guidelines states:

> An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

Purpose

Section 15126.6(b) of the CEQA Guidelines states:

> Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states:

> The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the CEQA Guidelines states:

> The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project involves adjustments to designated truck routes within the City of Perris. The one roadway segment proposed to be designated as a truck route and the three roadway segments proposed to be removed as truck routes are located within the urbanized City of Perris and are presently constructed and open to traffic. No new roadways would be constructed as part of the proposed project and the proposed truck routes would not change the land use or zoning designations for any properties within the City of Perris. However, the proposed project would increase the distance that trucks have to travel to access designated truck routes with the City of Perris.

As discussed in the Environmental Impact Analysis section of this EIR, all potential environmental impacts of the proposed project would be less than significant. The proposed project would not result in any unavoidable significant impacts. As such, alternatives to the proposed project are not necessary to reduce or eliminate any unavoidable significant impacts.

Nevertheless, the alternatives to the proposed project that were considered for this EIR are described and evaluated in the following discussions.

No Project Alternative

As required by CEQA, a no project alternative is analyzed in this EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the no project alternative "analysis shall discuss the existing conditions at the time the notice of preparation is published…as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states:

> If approval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project 'consequence should be discussed. In certain instances, the no project alternative means 'no build' wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

Under this alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to be designated as truck routes.

Alternatives Rejected from Further Consideration

During the November 19, 2025 Draft EIR scoping meeting, the representative of Perris Property LLC requested that the City consider an alternative that extends the truck route on Ellis Avenue to the northeast towards I-215. As discussed previously, an EIR is required to evaluate range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. The proposed project would not result in any unavoidable significant impacts. All potential impacts of the proposed project would be less than significant and no mitigation measures are required to reduce any potentially significant impacts to a less than significant level. As such, this requested alternative is not needed to reduce a potentially significant impact of the project and this alternative is rejected from further evaluation in this EIR.

ANALYSIS OF ALTERNATIVES TO THE PROPOSED PROJECT

No Project Alternative

Under this alternative, no changes to the City of Perris designated truck routes would occur. Case Road between Bonnie Drive and Watson Road would not be designated as a truck route and Ellis Avenue between McPherson Road and Goetz Road, Ellis Avenue between the Ellis Realignment Overpass and Sherman Road, and San Jacinto Avenue between the I-215 and Dunlap Road would continue to be designated as truck routes. The existing and planned residential uses along Ellis Avenue and San Jacinto

Avenue could be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels. Keeping these roadway segments as designated truck routes would also put the City in violation of the requirements of AB 98 and new Government Code Section 65302.02. This would expose the City to penalties from the California Attorney General of up to $50,000 every six months if the required updates are made.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, the No Project Alternative is the only potential alternative to the proposed project. However, where the No Project Alternative is the environmentally superior alternative, CEQA directs agencies to identify a second environmentally superior alternative. Here, the proposed project would not result in any significant unavoidable environmental impacts. All potential impacts of the proposed project would be less than significant and no mitigation measures are required to reduce any potentially significant impacts to a less than significant level. The proposed project would also be environmentally superior to the No Project Alternative because the existing and planned residential uses along Ellis Avenue and San Jacinto Avenue would not be exposed to impacts from increased truck travel such as localized air pollutant levels and noise levels.

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