Perris Hydrogen and CNG Fueling Station Improvements Project Major Modification (MMOD) 23-05073 and Specific Plan Amendment (SPA) SPA24-05086

Draft IS/MND No. 2395

January 13, 2025

Prepared for:

City of Perris
Planning Division
11 S. D St.
Perris, CA 92570

Prepared by:

Stantec Consulting Services Inc.
2646 Santa Maria Way Suite 107
Santa Maria, CA 93455-1776

Page Intentionally Blank

Table of Contents

LIST OF FIGURES

LIST OF TABLES

LIST OF APPENDICES

Acronyms/Abbreviations

ACM	Asbestos Containing Material
ALUCP	Airport Land Use Compatibility Plan
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BP	Before Present
BMPs	Best Management Practices
C	Commercial
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CAP	Climate Action Plan
CARB	California Air Resource Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CDC	California Department of Conservation
CDFW	California Department of Fish and Wildlife
CFCs	Chlorofluorocarbons
CGP	Construction General Permit
CH4	Methane
CNEL	Community Noise Equivalent Level
CNG	Compressed Natural Gas
CO	Carbon monoxide
CO2	Carbon Dioxide
CRHR	California Register of Historic Resources
CUPA	Certified Unified Program Agency
dB	Decibel
dB(A)	A-weighted Decibel
DPR	Development Plan Review
DTSC	California Department of Toxic Substances Control
DWR	Department of Water Resources
EI-UCR	Eastern Information Center at University of California Riverside
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
FCEV	Fuel-Cell Electric Vehicles
FTA	Federal Transit Administration
FWHA	Federal Highway Administration
GHGs	Green House Gases
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HAZWOPER	Hazardous Waste Operations and Emergency Response
HFCs	Hydrofluorocarbons
HRA	Health Risk Assessment
Hz	Hertz
ISMND	Initial Study Mitigated Negative Declaration

JPR	Joint Project Review
L	Sound Level
Lb/MWh	pounds per megawatt-hour
Ldn	Day-Night Sound Level
Leq	Energy Equivalent Sound Level
LOS	Level of Service
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tanks
MARB/IPA	March Air Reserve Base/ Inland Port Airport
MBTA	Migratory Bird and Treaty Act
MFR	Multi-Family Residential
MLC	Mineral Land Classification
MLD	Most Likely Descendent
MMOD	Major Modification
MND	Mitigated Negative Declaration
MPH	Miles Per Hour
MRSP	May Ranch Specific Plan
MRZ	Mineral Resources Zones
MSHCP	Multi-Species Habitat Conservation Plan
NAAQS	National Air Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NESHAP	National Emission Standards for Hazardous Air Pollutants
ND	Negative Declaration
NFPA	National Fire Protection Association
NOx	Nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Administration
PA	Planning Area
PB	Lead
PFCs	Perfluorocarbons
PGA	Peak Ground Acceleration
PRC	Public Resources Code
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
$PM_{2.5}$	Particulate Matter 2.5 microns
PM_{10}	Particulate Matter 10 microns
PMC	Perris Municipal Code
PMMP	Paleontological Monitoring and Mitigation Plan
PPV	Peak Particle Velocity
PVCC	Perris Valley Commerce Center
PVCCSP	Perris Valley Commerce Center Specific Plan
PWQMP	Preliminary Water Quality Management Plan
RCRA	Resource Conservation and Recovery Act
RMP	Risk Management Plan
RTA	Riverside Transit Agency
Santa Ana RWQCB	Santa Ana Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison

SF6	Sulfur hexafluoride
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SoCalGas	Southern California Gas
SO_2	Sulfur dioxide
SPA	Specific Plan Amendment
SPL	Sound Pressure Level
SRA	Source Receptor Areas
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminants
TCP	Traffic Control Plan
TCR	Tribal Cultural Resources
TNC	The Nature Conservancy
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USGS	United States Geological Survey
VOC	Volatile Organic Compound
VMT	Vehicle Miles Traveled
WEAP	Worker Environmental Awareness Program

1.0 INTRODUCTION

Pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code, Sections 21000, et seq.) and the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines, California Code of Regulations, Title 14, Sections 15000 et seq.), this Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in order to determine whether implementation of the proposed Perris Hydrogen and Compressed Natural Gas (CNG) Fueling Station Project (proposed Project) could result in potentially significant environmental impacts that would require the preparation of an Environmental Impact Report (EIR). This IS/MND has evaluated each of the issue areas contained in the checklist provided in Section 4.0 of this document. The objective of this environmental document is to inform City of Perris decision makers, representatives of other affected/responsible agencies, and other interested parties of the potential environmental effects that may be associated with the proposed Project.

1.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

If an IS/MND prepared for a proposed project determines that no significant effects on the environment would occur or that potentially significant impacts can be reduced to less than significant levels with implementation of specified mitigation measures or uniformly applicable development policies, the Lead Agency can prepare a Negative Declaration (ND) or a Mitigated Negative Declaration (MND) pursuant to Section 15070 of the State CEQA Guidelines. An ND or MND is a statement by the Lead Agency attesting that a project would produce less than significant environmental impacts or that all potentially significant environmental impacts can be reduced to less than significant levels with mitigation. If an IS/MND prepared for a proposed project determines that the project may produce significant effects on the environment and no mitigation measures are identified to reduce the impacts to less than significant levels, an EIR shall be prepared. This further environmental review is required to address the potentially significant environmental effects of the project and to provide mitigation where necessary and feasible.

1.2 PERRIS VALLEY COMMERCE CENTER SPECIFIC PLAN

The proposed Project is within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. The PVCCSP aims to facilitate a vibrant commercial and industrial hub by promoting economic growth, job creation, and sustainable development within the region while ensuring compatibility with surrounding communities and minimizing environmental impacts. The PVCCSP was adopted by the City of Perris City Council on January 12, 2012 (Ordinance No. 1284) and has been subsequently amended several times, with the last amendment occurring in June 2023 to include additional alternatives information (City of Perris, 2022b).

The PVCCSP EIR (State Clearinghouse No. 2009081086) is a comprehensive assessment of the potential environmental effects associated with the development of the PVCCSP in compliance with CEQA regulations. Certified by the City of Perris in January 2012, the EIR evaluates various impacts such as traffic congestion, air quality, noise levels, and habitat disturbance within the PVCCSP planning area. It outlines mitigation measures and alternatives to minimize adverse effects and enhance environmental

sustainability. Additionally, the EIR identifies cumulative impacts by considering the combined effects of the PVCCSP alongside other planned developments in the region.

The PVCCSP EIR is a program EIR because the analysis includes anticipated project-specific evaluations for later-tier environmental documents for individual development projects within the PVCCSP planning area. Other environmental documents may be tiered off of this specific plan EIR for subsequent phases or related projects within the PVCC, focusing on site-specific details, such as individual buildings or infrastructure expansions, while referencing the analysis and mitigation measures outlined in the original EIR. This tiering approach allows for efficient and consistent environmental review while ensuring that each project within the PVCCSP planning area adheres to environmental standards and contributes to overall environmental protection and sustainability goals. Therefore, the environmental analysis for the proposed Project presented in this IS/MND is "tiered" from the analysis presented in the PVCCSP EIR, when applicable, and the PVCCSP EIR is incorporated by reference throughout the IS.

The EIR for the PVCCSP assesses both direct and indirect effects, as well as cumulative impacts, expected from the proposed development within the PVCCSP planning area. The EIR identifies measures to mitigate significant adverse impacts resulting from this development. Concurrently with the PVCCSP EIR certification, the City of Perris adopted a Mitigation Monitoring and Reporting Program (MMRP). The PVCCSP also includes Standards and Guidelines for future development projects within its planning area, which must adhere to these standards and guidelines, along with the applicable EIR mitigation measures outlined in the MMRP, in a timely manner. Pursuant to the State CEQA Guidelines, the City of Perris, acting as the Lead Agency under CEQA, holds the responsibility of approving the proposed Project.

1.3 IS/MND CONTENTS

This IS/MND utilizes the Environmental Checklist provided in Appendix G of the State CEQA Guidelines to assess potential environmental impacts associated with the proposed Project, including those mitigated by PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The Checklist is found in Section 4.0 of this IS/MND. The Checklist is used to evaluate whether there are any significant environmental effects associated with implementation of the proposed Project, even with implementation of required PVCCSP Standards and Guidelines and PVCCSP EIR mitigation measures. The explanation for each answer is also included in Section 4.0. This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an IS/MND as follow:

- A description of the Project, including the location of the Project (see Sections 2.0 and 3.0);
- Identification of the environmental setting (see Section 2.2);
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4.0);
- Discussion of ways to mitigate significant effects identified, if any (see Section 4.0);

- Examination of whether the Project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.0); and
- The name(s) of the person(s) who prepared or participated in the preparation of the IS/MND (see Section 6.1).

1.4 PUBLIC COMMENTS

The City invites written comments from all agencies and individuals regarding the information contained in this IS/MND. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the IS/MND or indicate where the information may be found. Comments on the IS/MND must be submitted within the 30-day review period to:

Nathan Perez, Senior Planner
City of Perris Planning Division
135 North D. Street
Perris, CA 92570
(951) 943-5003 ext. 279
nperez@cityofperris.org

Following a 30-day period of circulation and public review of the IS/MND, all comments will be considered by the City of Perris prior to adoption.

All materials related to the preparation of this IS/MND are available for public review. To request an appointment to review these materials please contact the City using the information listed above. The IS/MND is also available online at the following City of Perris website:
https://www.cityofperris.org/departments/development-services/planning/environmental-documents-for-public-review

Page Intentionally Blank

2.0 INITIAL STUDY AND ENVIRONMENTAL EVALUATION

2.1 GENERAL PROJECT INFORMATION

Project Title:	Perris Hydrogen and CNG Fueling Station Improvements Project
Lead Agency Name and Address:	City of Perris 135 North D Street Perris, CA 92570
Lead Agency Contact Person:	Nathan Perez, Senior Planner nperez@cityofperris.org (951) 943-5003 ext. 279
Project Sponsor Name and Address:	Marwan Alabassi, Alabassi Construction & Engineering, LLC. 764 Ramona Expressway Suite C Perris, CA 92571
Project Location:	4063 North Webster Avenue Perris, CA 92571
Assessor Parcel Number:	302-260-053
Acres:	0.94 acres
Topographic Quad (USGS 7.5"):	Perris
Topographic Quad Coordinates:	T4 South, R3 West, Section 17
Latitude:	33.584581N
Longitude:	117.24368E
General Plan Designation:	Perris Valley Commerce Center Specific Plan
Existing Zoning District:	Perris Valley Commerce Center Specific Plan - Residential
Proposed Zoning District:	Perris Valley Commerce Center Specific Plan - Commercial

2.2 ENVIRONMENTAL SETTING

The Project site is relatively flat with no areas of significant topographic relief. On-site elevations range from approximately 1,480 to 1,530 feet above sea level. The Site is located in the northmost part of the City of Perris, on the eastern edge of Riverside County, California (Figure 1 – Project Location Map and Figure 2 – Project Vicinity Map). The onsite vegetation can be characterized as a heavily disturbed with a variety of non-native and early successional/ruderal plant species. The Project site also has an existing 1,320 square-foot single-family home on the western part of the parcel with storage units, traffic signage equipment, and construction materials occupying much of the property to the east. Upon implementation of the PVCCSP in 2021, the region was predominantly comprised of undeveloped land designated for agriculture activities. The rest of the region featured limited development of warehouses and distribution centers, local commercial establishments, small-scale industrial facilities, a rural residential neighborhood, and a mobile-home park. Over the subsequent 12 years, significant development transformed the PVCCSP planning area, primarily marked by the emergence of logistics/distribution warehouses and extensive infrastructure enhancements, notably road networks.

2.3 EXISTING LAND USES AND ZONING DESIGNATION

The proposed Project site is currently zoned as Perris Valley Commerce Center Residential and is within the Residential Buffer Zone. The following PVCCSP Residential Buffer Development Standards and Guidelines apply to the Project:

50-Foot Setback. A 50-foot setback is required for commercial, industrial and business professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.

Hours of Operation. Depending on the type of use and activities proposed by the industrial, commercial, or professional/office development, the Development Services Department may impose restrictions on hours of operation for construction, as well as business operation.

Direct Lighting Away from Residential. All project lighting must be directed away from residential areas.

Screening. Proposed industrial, commercial or professional/office developments will need to screen operation for residential view through landscape and/or wall screening.

Sound Walls. Sound walls may be required to mitigate potential operational noise impacts from proposed industrial, commercial or professional/office development, as well as be constructed in the first phase of development to help shield residents from construction noise.

Other Restrictions May Be Required Based on Actual Use. Depending on proposed use, an Air Quality Study and/or Health Risk Assessment may be required to determine project viability located adjacent to residences.

As proposed, the Project structures are greater than 50 feet from the existing residence located on the property north of the Project parcel. The proposed station improvements would operate during hours consistent with the operational hours of the existing convenience store and fueling facilities on-site, which is currently open 24 hours per day. The lighting at the proposed Project will be directed away from residential. A mitigation measure is included in Section 4.9 Hazards and Hazardous Materials. A 12-foot and 8-foot CMU wall and louvered panel fencing will surround the equipment (Figure 6 - H2 Enclosure Perspective). Noise impacts are not expected to be significant therefore no sound walls will be required. Noise impacts are discussed in detail in Section 4.13 Noise. Appendix A and B contain Air Quality Emissions Estimates and a Health Risk Assessment.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The Project site is bounded on the north by residential land, to the east by residential and light industrial properties, to the south by the existing commercial service station, and to the west by commercial and residential land (Figure 3 – Existing Site Photos). Surrounding zoning, General Plan Designation, and Specific Plan is summarized in Table 1 – Surrounding Zoning Designations below.

Table 1. Surrounding Zoning Designations

	North	East	South	West
Surrounding Zoning	PVCC Residential	PVCC Residential and PVCC Light Industrial	PVCC Commercial	PVCC Commercial and PVCC Light Industrial
Surrounding General Plan Land Use	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan
Surrounding Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan

Page Intentionally Blank

Project Location

0 0.5 1 Miles

(At original document size of 8.5x11)
1:63,360

N

Stantec

Notes

1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: Stantec 2023.
3. Background: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
Sources: Esri, USGS, NOAA
Sources: Esri, Garmin, USGS, NPS

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by DL on 2023-10-30
TR by SET on 2023-10-30
IR by CT on 2023-10-30

Client/Project
2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
1

Title
Project Location Map

V:\1858\Active\2057197530_Chevron_Perris\03_data\gis_cad\gis\MND_Figure1_ProjectLocationMap_20240515.mxd Revised: 2024-05-15 By: mdeseo

Page Intentionally Blank

Project Area

0 100 200 Feet

(At original document size of 8.5x11)
1:2,400

N

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by DL on 2023-10-30
TR by SET on 2023-10-30
IR by CT on 2023-10-30

Client/Project
2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
2

Title
Project Vicinity Map

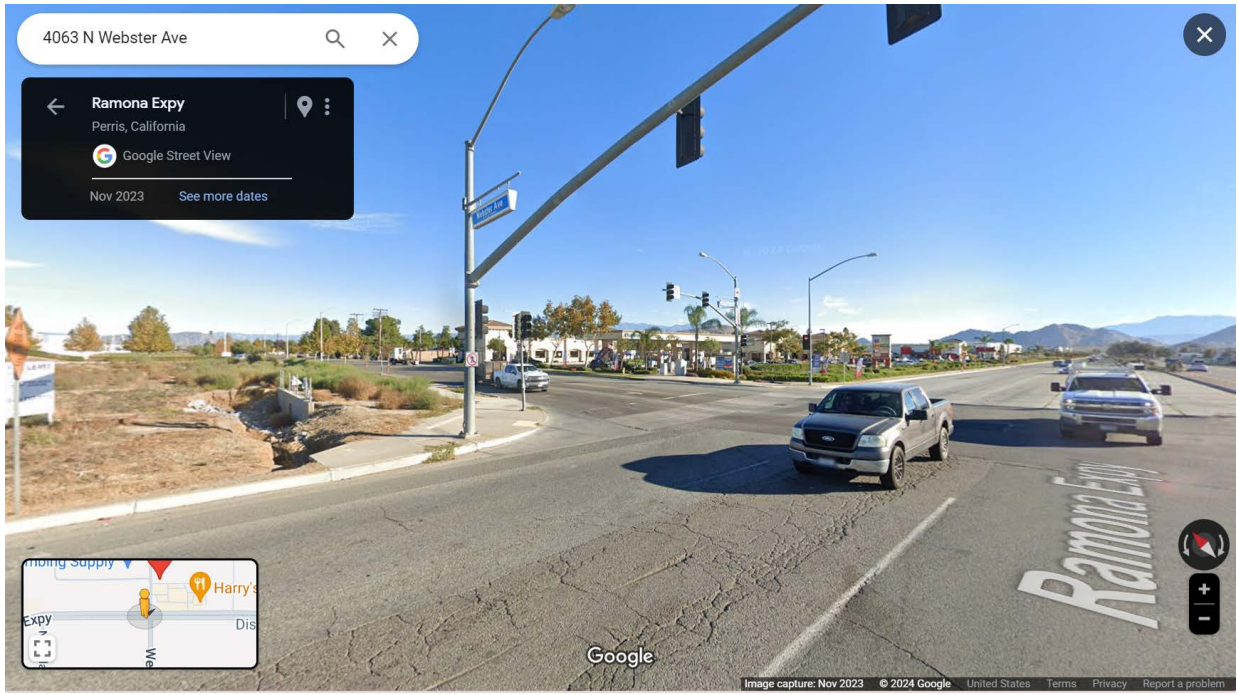
Notes
1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: Stantec 2023.
3. Background: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

V:\18581\Active\2057197530_Chevron_Perris\03_data\gis_cad\gis\MND_Figure2_ProjectVicinityMap_20231030.mxd Revised: 2023-11-01 By: dalaw

Page Intentionally Blank

A

B



A:Project site as viewed from North Webster Avenue.
B: Project site as viewed from Ramona Expressway.

Stantec

Project Location	Prepared by DL on 2024-02-28
T4S, R3W, S06	TR by SET on 2024-02-28
USGS 7.5' Quad Perris, CA.	IR by SP on 2024-02-28

Client/Project 2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project

Figure No.
3

Title
Existing Site Photos

Notes
1. Data/ Background Sources: Images from Google earch Street view 2022.

Page Intentionally Blank

2.5 PROJECT APPROVALS

The City of Perris, the Lead Agency for the Project, has discretionary authority over the Project. In order to implement this Project, the Applicant would be required to obtain the following support agency approvals, permits, and consultations. The following approvals and permits are required from the City of Perris to implement the proposed Project:

- Mitigated Negative Declaration (MND No. 2395) with the determination that the MND has been prepared in compliance with the requirements of CEQA.
- Specific Plan Amendment (SPA) 24-05086 to rezone the 0.94-acre Project site from PVCC Residential to PVCC Commercial within the PVCCSP (Figure 4 – Proposed SPA Land Use Change). This SPA would also include applying a residential development zoning overlay on portions of a separate parcel located at 855 W. Markham Street, Perris, California (APN 314-170-012), currently zoned as Light Industrial.
- Major Modification (MMOD) 23-05073 to facilitate the construction of a new hydrogen fueling facility, diesel fuel underground storage tank (UST) and dispensers, and CNG storage and dispensers at the existing Chevron fueling facility.
- Reciprocal Access Agreement with the property owner of the property immediately to the “south” of the Project site,

Other non-discretionary actions anticipated to be taken by the City of Perris at the staff level as part of the proposed Project include:

- Building Permit to allow for the construction of onsite improvements.
- Encroachment Permit to allow for construction of improvements within the public right-of-way.
- Preliminary Water Quality Management Plan (PWQMP) to mitigate post- construction runoff flows.
- Parcel Merger

Approvals and permits that may be required by other agencies or parties include:

- National Pollutant Discharge Elimination System (NPDES) permit from the Santa Ana Regional Water Quality Control Board (RWQCB) to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.
- South Coast Air Quality Management District (SCAQMD) permit to construct and/or permits to install and operate equipment that emits or controls air contaminants, such as a diesel fire water pumps or backup generators.
- Hazardous Materials Business Plan Program Update from Riverside County Department of Environmental Health.

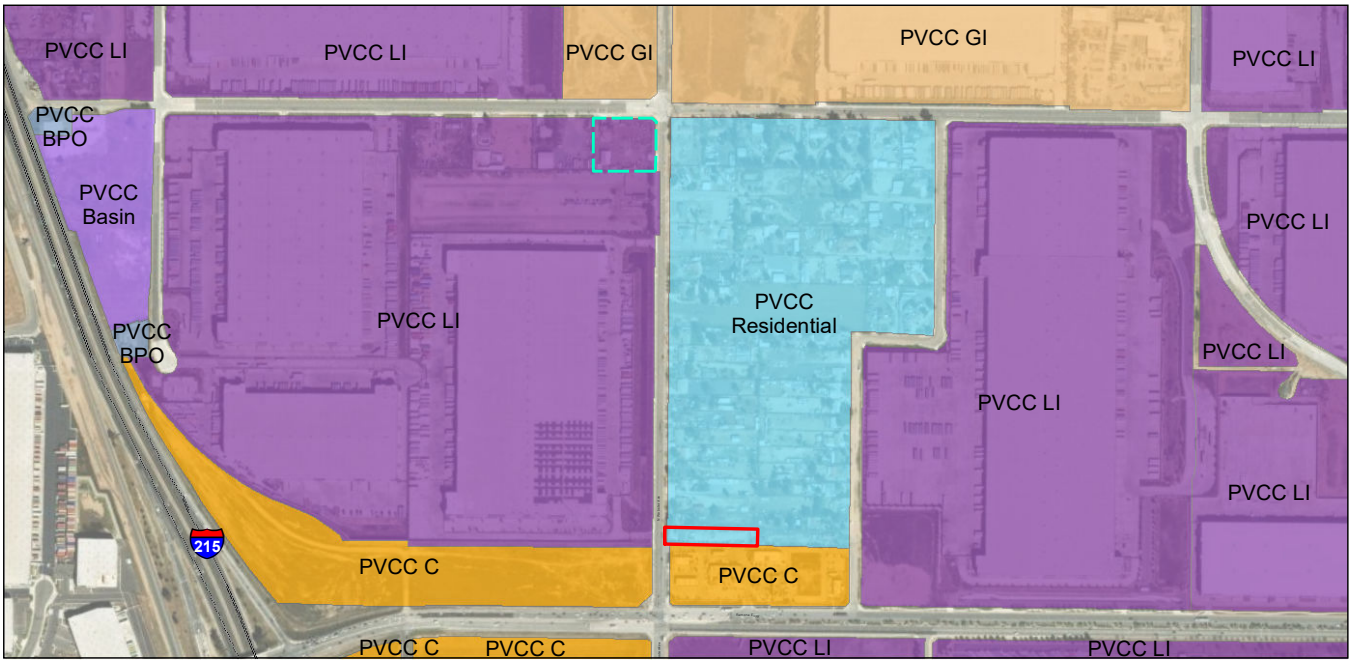
- Underground Storage Tank Plan Check from Riverside County Department of Environmental Health.

2.6 DOCUMENTS INCORPORATED BY REFERENCE

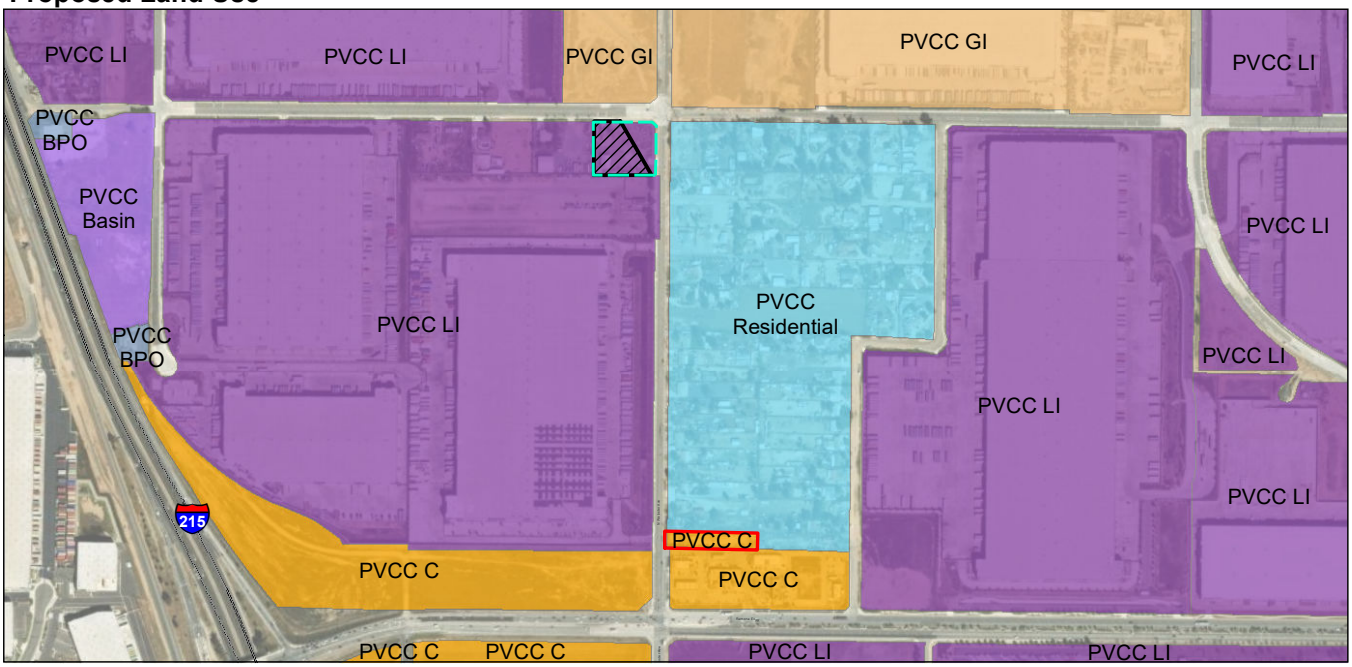
The following reports and/or studies are applicable to development of the Project site and are hereby incorporated by reference:

- Perris Comprehensive General Plan 2030, City of Perris, originally approved on April 26, 2005.
- Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086, certified January 10, 2012.
- Perris Municipal Code, last updated April 21, 2023.

Current Land Use



Proposed Land Use



Project Area

SB330 Parcel Boundary (APN: 314170012)

Proposed Residential Development Overlay Zone

City of Perris Zoning

- PVCC BPO | Perris Valley Commerce Center - Business Professional Office
- PVCC Basin | Perris Valley Commerce Center - Basin
- PVCC C | Perris Valley Commerce Center - Commercial
- PVCC GI | Perris Valley Commerce Center - General Industrial
- PVCC LI | Perris Valley Commerce Center - Light Industrial
- PVCC Residential | Perris Valley Commerce Center - Residential

0 500 1,000 Feet

(At original document size of 8.5x11)
1:12,000

N

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by DL on 2024-09-18
TR by SET on 2024-09-18
IR by SS on 2024-09-18

Client/Project 2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
4

Title
Proposed SPA Land Use Change

Notes
1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: Stantec 2023. Zoning from the City of Perris 2024.
3. Background: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

V:\1858\Active\2057197530_Chevron_Perris\03_data\gis_cad\gis\MND_Figure3b_ProposedSPALandUseChange_20240823.mxd Revised: 2024-09-18 By: dalaw

Page Intentionally Blank

3.0 PROJECT DESCRIPTION

The Perris Hydrogen and Compressed Natural Gas (CNG) Fueling Station Improvements Project (Project) consists of the installation and operation of a new hydrogen fueling facility, diesel fuel UST and dispensers, and CNG dispensers at an existing Chevron fueling facility, located at 4063 North Webster Avenue, Perris, California. The Project proposes to demolish a 1,320 square-foot home on a 0.94 acre site located at 4063 North Webster Avenue (Assessor Parcel Number [APN]:302-260-053) to facilitate an expansion of an existing fueling station (Chevron Gas) at 796 Ramona Expressway consisting of the following: 1) to construct a 1,680 square foot CNG and diesel canopy with three islands and six (6) fueling dispensers; 2) to construct a 2,205 square foot Hydrogen canopy with two islands and four (4) dispensers; 3) to construct two CNG, hydrogen, and electrical walled enclosures; and 5) to install one UST within a property currently zoned for residential uses and within the Perris Valley Commerce Specific Plan (PVCC SP) area (Figure 5 – Site Plan, Figure 6 – H_2 Enclosure Perspective and Figure 7 – H_2 and CNG Canopy Elevations). The proposed Project would be similar in construction and appearance to the existing fueling station. The Project would include two new CNG dispensers, four new diesel fuel dispensers, and three hydrogen dispensers.

3.1 PROJECT CONSTRUCTION

Construction activities would be completed in approximately five to six months, pending equipment lead time and utility construction schedule. Construction activities include installation of the equipment enclosure and excavation as part of installation of fuel pumps and related infrastructure. The average excavation depth would be in the 2- foot to 3-foot range; however, excavation for the diesel fuel UST would be 12 to 15-feet.

Construction activities would include site excavation, grading, utilities and piping, concrete work, paving, above ground construction, canopy construction, equipment installation, and landscaping. Excavation would require a 300 series Caterpillar excavator. Grading activities would require one skip loader, one bulldozer, one compacter, one water truck, and one excavator. One backhoe would be required for trenching and backfilling activities. Concrete work would require concrete delivery by truck and one pumper truck. Above ground construction, canopy construction, and equipment installation would require one mobile crane, one welding truck, one utility truck, and one flatbed truck for equipment delivery. Landscaping would be completed per the guidelines outlined in the City of Perris Municipal Code.

In accordance with State law, at least 65% of all construction waste would be recycled and a waste management plan would be created for all construction activities (Public Resources Code Sections 41000 et seq). Concrete and asphalt would be recycled at an approved facility. Soil excavated would be stored onsite during construction and used to backfill excavation. Any excess soil would be beneficially reused offsite. Scrap metal, concrete block waste, and wood waste would all be recycled. Plastic packaging and other municipal waste would be disposed of as municipal solid waste.

3.2 PROJECT OPERATION

The proposed station improvements would operate during hours consistent with the operational hours of the existing convenience store and fueling facilities on-site, which is currently open 24 hours per day. Cars that operate using hydrogen are known as fuel-cell electric vehicles (FCEV). As FCEVs and CNG-powered vehicles become more popular and replace gasoline and diesel fuel powered vehicles, the number of daily trips to the service station could increase.

Hydrogen gas and diesel fuel would be delivered to the Project site, as needed, based on supply and demand. Delivery vehicles would deliver fuel to the Project site. Initially, delivery would occur approximately once per week. Delivery frequency could increase as FCEVs become more common and the demand for hydrogen fuel increases. Maximum delivery frequency, based on maximum possible demand, would be once per day. CNG would be connected to the SoCal Gas network; therefore, CNG would not be delivered by vehicle to the Project site.

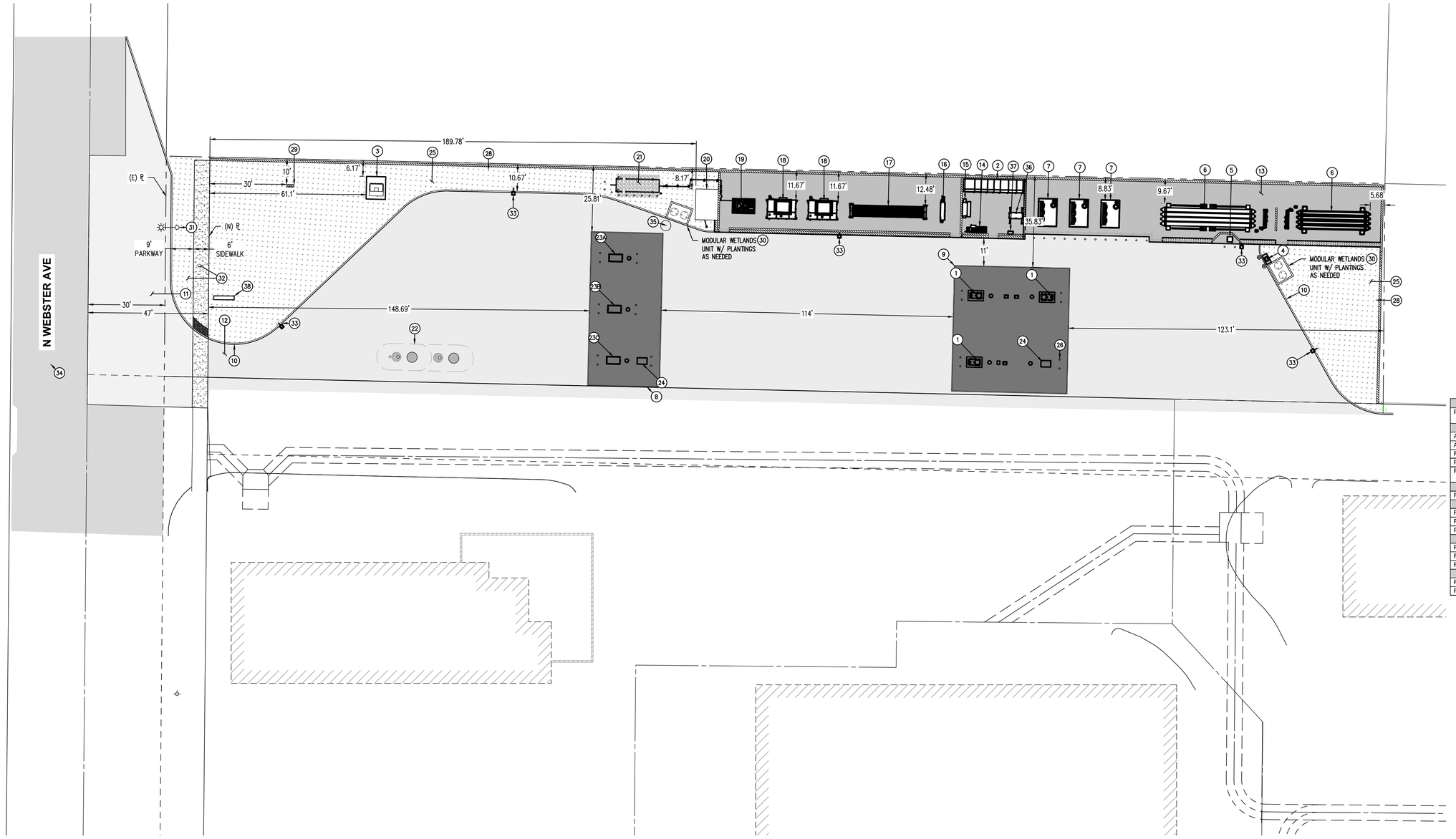
The proposed fueling facilities would not change current operations of the existing convenience store and fueling station. No additional employees would be added with the additional fueling at the Project site.

3.3 CONSTRUCTION SCHEDULE

Table 2 – Preliminary Construction Schedule summarizes the Project's construction duration by phase which would occur sequentially.

Table 2. Preliminary Construction Schedule

Construction Phase	Approximate Duration (Working Days)
Site Excavation	10
Grading	5
Utilities and Piping	10
Concrete	10
Above Ground Construction	30
Canopy Construction	30
Equipment Installation	30
Total Project Construction	5 to 6 months



LEGEND

- (E) ℄
- (E) EASEMENT
- (E) SETBACK
- (E) LANDSCAPE
- (E) CONCRETE
- (E) AC PAVEMENT
- SETBACK
- (N) H_2 PIPING
- (N) STORMWATER MH & PIPING
- (N) STRUCTURE
- (N) AC PAVEMENT
- (N) CONCRETE PAVEMENT
- (N) CONCRETE FOUNDATION
- (N) LANDSCAPE ADJUSTMENT**
- (N) WALL

Project Site Zoning		PVCCSP Standard	Consistent
Proposed Zoning	PVCC Commercial	PVCC Residential	Specific Plan Amendment Required
Project Site Area		**PVCCSP Standard**	**Consistent**
Area (Existing) (s.f.)	40,915	-	-
Area (Proposed) (s.f.)	39,453	-	
Proposed Equipment Area (s.f.)	6,291	-	-
Proposed Canopy Area (s.f.)	3,890	-	-
Proposed Coverage Total (%)	26	50 percent maximum	☑
Height		**PVCCSP Standard**	**Consistent**
Proposed Canopy Height	20 feet	45 feet maximum	☑
Accessory Structure Setbacks		**PVCCSP Standard**	**Consistent**
Proposed Front (Webster Ave)	~190 feet	15 feet	☑
Proposed Rear Side (east)	~1 foot	10 feet	☑
Proposed Interior (north)	~1 foot	10 feet	☑
Canopy Setbacks		**PVCCSP Standard**	**Consistent**
Proposed Front (Webster Ave)	~149 feet	15 feet	☑
Proposed Rear Side (east)	~123 feet	10 feet	☑
Proposed Interior (north)	~26 feet	10 feet	☑
Landscaping		**PVCCSP Standard**	**Consistent**
Proposed Coverage (s.f.)	7,090	-	-
Proposed Coverage (%)	18	10 percent minimum	☑

CONSTRUCTION NOTES

1. (N) H_2 DISPENSERS* (SINGLE HOSE, FUELING ON NORTH AND SOUTH SIDE)
2. (N) MAIN ELECTRICAL SWITCHBOARD*
3. (N) UTILITY TRANSFORMER*
4. (N) HMI*
5. (N) SUPPLY CABINET – VALVE PANEL
6. (N) H_2 STORAGE*
7. (N) STATION MODULE*
8. (N) CANOPY (MODIFIED CHEVRON SG-3)*
9. (N) CANOPY (MODIFIED CHEVRON T4)*
10. (N) CURB
11. (N) AC PAVING
12. (N) CONCRETE PAVING
13. (N) CONCRETE FOUNDATION*
14. (N) AIR COMPRESSOR*
15. (N) CNG MOTOR STARTER PANEL*
16. (N) CNG VALVE PANEL*
17. (N) CNG STORAGE*
18. (N) CNG DUPLEX COMPRESSOR*
19. (N) CNG GAS DRYER*
20. (N) DIESEL FUELING ELECTRICAL EQUIPMENT BUILDING*
21. (N) GAS MSA
22. (N) DIESEL AND DEF UNDERGROUND SPLIT TANK
23A. (N) DIESEL DISPENSER* (SINGLE SIDED DISPENSER, MASTER SOUTH SIDE ONLY)
23B. (N) DIESEL DISPENSER* (DUAL SIDED DISPENSER, SATELLITE NORTH & MASTER SOUTH SIDE)
23C. (N) DIESEL DISPENSER* (SINGLE SIDED DISPENSER, SATELLITE NORTH SIDE ONLY)
24. (N) CNG DISPENSER* (DUAL SIDED DISPENSER, FUELING HOSE ON NORTH & SOUTH)
25. (N) LANDSCAPE ADJUSTMENT**
26. (N) BOLLARD (TYP)*
27. (N) STRIPING
28. (N) WALL*
29. (N) VENT RISER*
30. (N) CONTECH MODULAR WETLANDS STORMWATER BIORETENTION (MWS-L-6-8-V)
31. (N) PUBLIC STREET LIGHT
32. (N) PARKWAY & SIDEWALK PER PVCC FIG 5.0-1 & SECTION A
33. (N) STREET LIGHT
34. (N) CONNECTION TO (E) WEBSTER AVE STORM DRAIN
35. (N) CONTECH CD2015-4-C OIL/WATER SEPARATOR
36. (N) NETWORK CABINET*
37. (N) EMERGENCY SHUT-DOWN PANEL*
38. (N) MONUMENT ID & PRICE SIGN

* SEE ELECTRICAL & MECHANICAL SHEETS FOR DESIGN

** SEE LANDSCAPING SHEETS FOR DESIGN

△B IS THE CURRENT DRAWING SET REVISION NUMBER

MARK	DATE	REVISIONS	INITIAL	MARK	DATE	REVISIONS	INITIAL
△B	05/06/24	REISSUED FOR PLANNING REVIEW	BGA				
△A	10/27/23	ISSUED FOR PLANNING REVIEW	BGA				

Chevron

Stantec Consulting Services, Inc.
5900 Hiring Avenue
Bakersfield, CA 93309
(661) 394-3770
www.stantec.com

4063 N WEBSTER AVE
PERRIS, CA
SERVICE STATION #308922

SITE PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

SS# 308922
JOB# 2057297530
SCALE: AS NOTED

SHEET
SP1

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

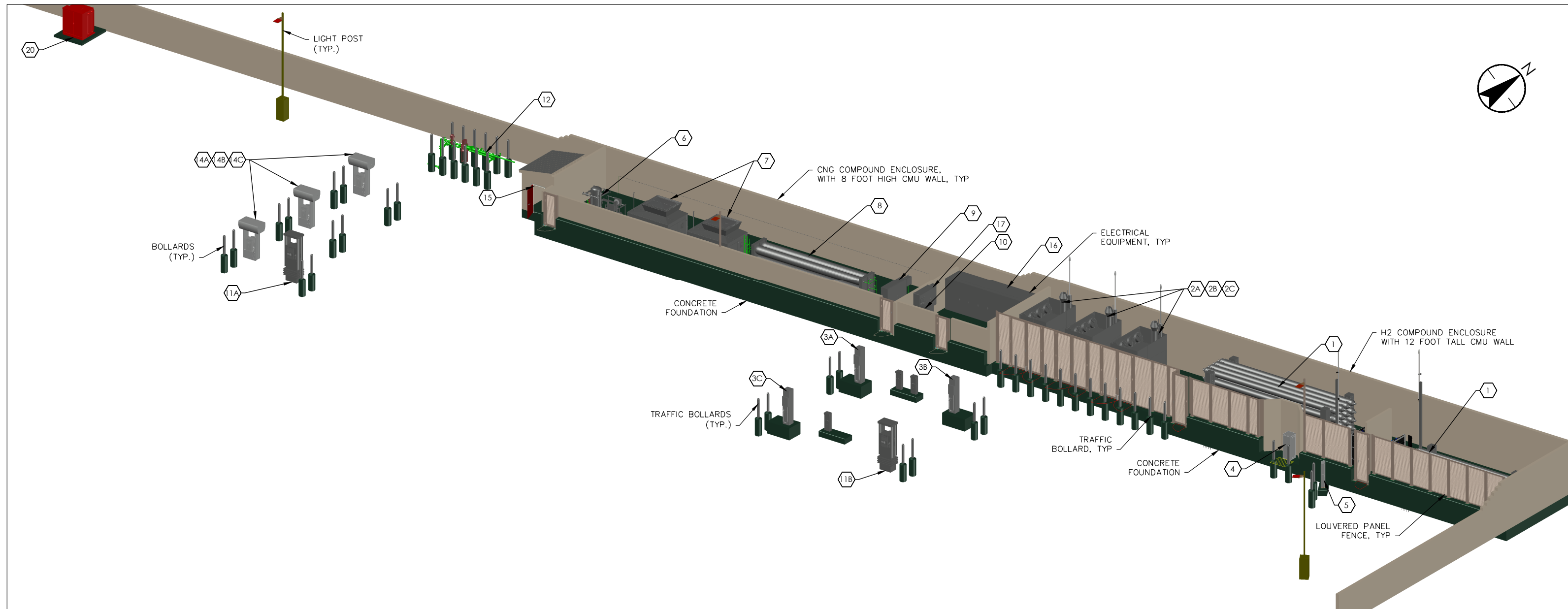
Prepared by MD on 2024-07-11
TR by SET on 2024-07-11
IR by ZD on 2024-07-11

Client/Project
2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
5

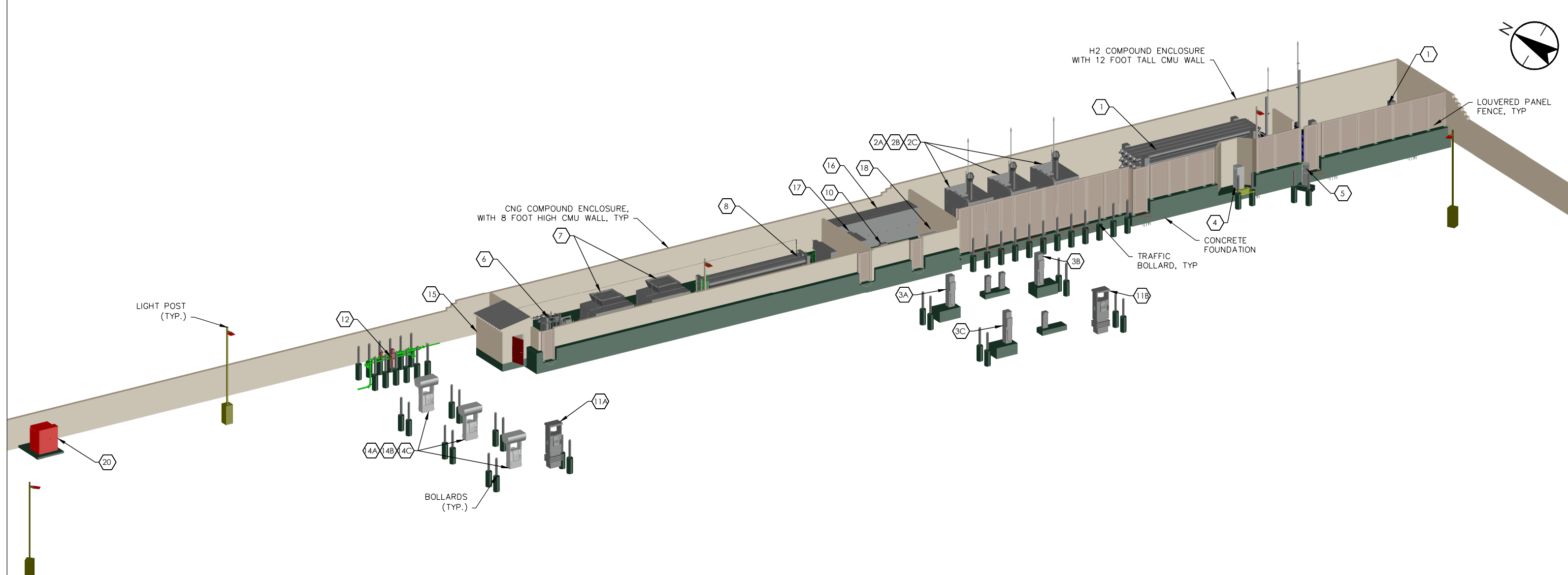
Title
Site Plan

Page Intentionally Blank



PERSPECTIVE VIEW

SCALE: NOT TO SCALE



PERSPECTIVE VIEW

SCALE: NOT TO SCALE

H2 EQUIPMENT LIST

#	EQUIPMENT
1	H2 STORAGE
2A/2B/2C	STATION MODULES
3A/3B/3C	HYDROGEN DISPENSERS
4	SUPPLY CABINET – VALVE PANEL
5	SUPPLY CABINET – HMI

CNG EQUIPMENT LIST

#	EQUIPMENT
6	CNG GAS DYRER
7	CNG SIMPLEX COMPRESSOR
8	CNG STORAGE
9	CNG VALVE PANEL
10	AIR COMPRESSOR
11A/11B	CNG DISPENSER
12	GAS MSA

DIESEL EQUIPMENT LIST

#	EQUIPMENT
13	UNDERGROUND DIESEL STORAGE TANK
14A/14B/14C	DIESEL DISPENSERS
15	DIESEL ELECTRICAL EQUIPMENT BUILDING

ELECTRICAL EQUIPMENT LIST

#	EQUIPMENT
16	MAIN ELECTRICAL SWITCHBOARD
17	CNG MOTOR STARTER PANEL
18	NETWORK CABINET
19	EMERGENCY SHUT-DOWN PANEL
20	UTILITY TRANSFORMER

B IS THE CURRENT DRAWING SET REVISION NUMBER

MARK	DATE	REVISIONS	INITIAL	MARK	DATE	REVISIONS	INITIAL
B	05/06/24	REISSUED FOR PLANNING REVIEW	CC				
A	10/27/23	ISSUED FOR PLANNING REVIEW	CC				

Chevron

4063 N WEBSTER AVE
PERRIS, CA 92571
SERVICE STATION #

Stantec

Stantec Architecture Inc.
1383 North McDowell Blvd. Suite 250
Petaluma, CA 94954
TEL. 707.765.1660
www.stantec.com

H2 ENCLOSURE PERSPECTIVE

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

SS#
JOB# 2057297530
SCALE: AS NOTED
SHEET SD1

Stantec

Project Location
T4S, R3W, S06
USGS 7.5' Quad Perris, CA.

Prepared by MD on 2024-07-11
TR by SET on 2024-07-11
IR by ZD on 2024-07-11

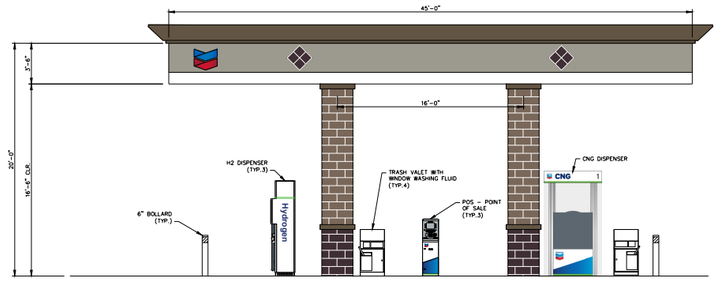
Client/Project 2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
6

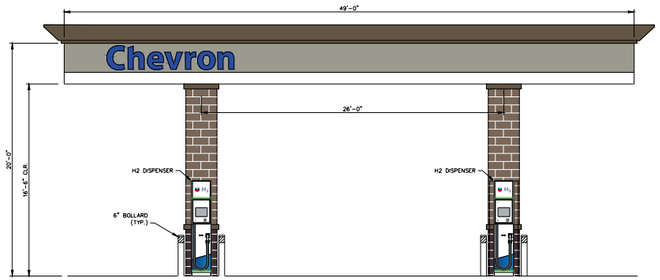
Title
H2 Enclosure Perspective

Notes
1. Data Sources: Stantec 2023.
2. Background: Stantec | Figure: H2 Enclosure Perspective | Sheet: SD1 | 05/06/2024

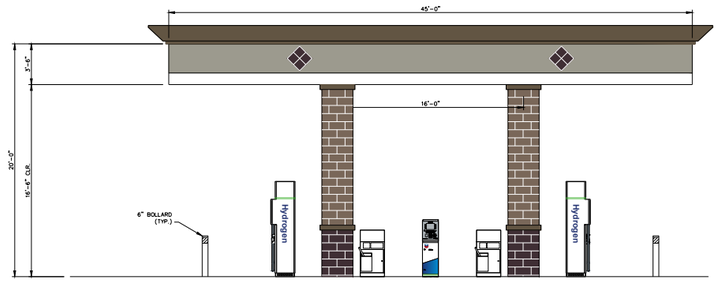
Page Intentionally Blank



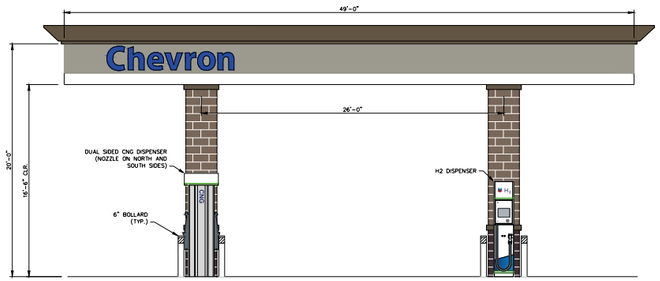
A SOUTH ELEVATION



B WEST ELEVATION



C NORTH ELEVATION



D EAST ELEVATION

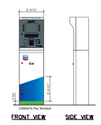
1	H2 CANOPY ELEVATIONS

1/4" = 1'-0"

A H2 - DISPENSER

B CNG - DISPENSER

2	DISPENSERS



A H2 - PAY TERMINAL

3	PAY TERMINAL

Ⓐ = THE CURRENT DRAWING SET REVISION NUMBER

MARK	DATE	REVISIONS	INITIAL
3	05/06/24	REISSUED FOR PLANNING REVIEW	CC
2	10/27/23	ISSUED FOR PLANNING REVIEW	CC
1			

MARK	DATE	REVISIONS	INITIAL
3			
2			
1			

Chevron

Stantec

4063 N WEBSTER AVE
PERRIS, CA 92571
SERVICE STATION 9309922

H2 AND CNG CANOPY ELEVATIONS

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	LGH
ISSUED FOR PERMIT	–	–
ISSUED FOR BID	–	–
ISSUED FOR CONSTRUCTION	–	–

DES 308922
JOB# 2057297530
SCALE AS NOTED

SHEET
CA1.1

Notes
1. Data Sources: Stantec 2023.
2. Background: Stantec | Figure: H2 and CNG Canopy Elevations | Sheet: CA1.1 | 05/06/2024

Stantec

Project Location
T4S, R3W, S06
USGS 7.5' Quad Perris, CA.

Prepared by MD on 2024-07-11
TR by SET on 2024-07-11
IR by ZD on 2024-07-11

Client/Project 2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
7

Title
H2 and CNG Canopy Elevations

Page Intentionally Blank

4.0 ENVIRONMENTAL SETTING, ANALYSIS, AND MITIGATION MEASURES

This Project is evaluated based upon its effect on twenty (20) major categories of environmental factors and mandatory findings of significance as outlined in Appendix G of the State CEQA Guidelines. The environmental factors checked below would potentially be significantly affected by the proposed Project, as indicated by the resource checklists in this IS/MND. However, as described in the following subsections, would be reduced to less than significant with mitigation incorporated.

☐ Aesthetics	☒ Greenhouse Gases	☐ Public Services
☐ Agricultural and Forestry Resources	☒ Hazards and Hazardous Materials	☐ Recreation
☒ Air Quality	☐ Hydrology and Water Quality	☒ Transportation
☒ Biological Resources	☐ Land Use and Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities and Service Systems
☐ Energy Resources	☒ Noise	☐ Wildfire
☒ Geology and Soils	☐ Population and Housing	☒ Mandatory Findings of Significance

A detailed analysis of environmental impacts is presented for each resource area (listed above) utilizing the model Environmental Checklist Form found in Appendix G of the CEQA Guidelines Section 15063(f). Impacts to the environment for construction and operation of the Project were assessed and described, and the level of significance of impacts measured against criteria established by regulation, accepted standards, or other definable criteria. The use of a MND is only permissible if all potentially significant environmental impacts assessed in the IS/MND are rendered less than significant with Incorporated of mitigation measures.

Each environmental resource area was reviewed by analyzing a series of questions (i.e., IS/MND Checklist) regarding level of impact posed by the Project. Substantiation is provided to justify each determination. One of four following conclusions was then provided as a determination of the analysis for each of the major environmental factors.

No Impact. A finding of no impact was made when it is clear from the analysis that the Project would not affect the environment.

Less than Significant Impact. A finding of a less than significant impact is made when it was clear from the analysis that the Project would cause no substantial adverse change in the environment and no mitigation is required.

Less than Significant Impact with Mitigation Incorporated. A finding of a less than significant impact with mitigation incorporated was made when it was clear from the analysis that the Project would cause no

substantial adverse change in the environment when mitigation measures are successfully implemented pursuant with a Mitigation Monitoring and Reporting Program.

Potentially Significant Impact. A finding of a potentially significant impact would have been made when the analysis concluded that the Project could have a substantially adverse change in the environment for one or more of the environmental resources assessed in the checklist. In this case, typically preparation of an Environmental Impact Report (EIR) would be required.

4.1 AESTHETICS

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 20199:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public Views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, the potential of the project to conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Regulatory Setting

The Project site is located within the PVCCSP and is subject to PVCCSP Standards and Guidelines. The PVCCSP includes a Visual Overlay Zone along major corridors, including Ramona Expressway, with additional development standards to promote aesthetic enhancements along major roadways. The standards of the Visual Overlay Zone Include:

- Quality Architectural Presence
- Full Building Articulation and Enhancement
- Integrated Screenwall Designs
- Enhanced Landscape Setback Areas
- Enhanced Entry Treatment
- Entry Point
- Screening, Loading and Service Areas
- Limit or Eliminate Landscaping along Side or Rear Setbacks
- Uplight Trees or Other Landscape

- Landscaped Accent Along Building Foundation
- Heavily Landscaped Parking Lot
- Limited Parking Fields

4.1.2 Environmental Setting

The Project site is located within the PVCCSP and is approximately 0.94 acres on a single parcel. The Project site is located east of North Webster Avenue. The parcel is currently zoned for PVCC Residential use, and is within the PVCCSP Residential Buffer Zone. The Project site is bounded on the north by residences, to the east by residential and commercial properties, to the south the existing service station and convenience store, and to the west by commercial and light industrial land uses. North Webster Avenue is also designated as a Major Roadway Visual Corridor within the PVCCSP.

4.1.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP serves as a guide for development in the PVCCSP area and provides for a transition toward an economic area with industrial, commercial, and office uses. The PVCCSP contains Design Standards and Guidelines for circulation, lighting, parking, and screening. The PVCCSP includes Standards and Guidelines relevant to aesthetics/visual character and lighting in Chapter 4, Chapter 6, and Chapter 8. These Standards and Guidelines have been incorporated as part of the proposed Project design. There are no mitigation measures for aesthetics included in the PVCCSP EIR.

4.1.4 Environmental Impact Analysis

a) Would the project have a substantial adverse effect on a scenic vista?

Finding: Less than Significant Impact

Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the benefit of the general public.

The Project site is located within the PVCCSP. The PVCCSP EIR, incorporated by reference in this IS/MND, found that development according to the PVCCSP would not have a substantial adverse effect on a scenic vista. The IS/MND describes that the City is located within the Perris Valley, and the terrain is generally flat. Views surroundings the City included the Lake Perris Dam to the northeast, the Bernasconi Hills to the east, Gavilan Hills and the Motte-Rimrock Reserve to the west and March Air Reserve Base to the north. The PVCCSP planning area itself was surrounded by existing development and not located within a scenic vista, nor would buildout under the PVCCSP, including the change in land uses, have an adverse effect on a scenic vista. Additionally, the PVCCSP restricts building heights and provides required setbacks that further reduce the potential for impacts to scenic vistas.

There are no designated scenic vistas located within or in proximity to the Project that would be affected by implementation. Lake Perris Recreation area is located approximately 2.8 miles to the northeast of the Project site. The Project site and the surrounding area are relatively flat. Views from the Project site are

primarily of surrounding urban and residential development. The proposed hydrogen fueling facilities would appear similar to the existing fueling facilities; therefore, be consistent with the design conditions of the existing service station and convenience store. The proposed hydrogen fueling facilities would be no taller or prominent than existing facilities at the fueling facility. No scenic views would be obstructed, impacts would be less than significant, and mitigation is not warranted.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Finding: Less than Significant Impact

The Project is not located within a state scenic highway, nor are any designated state scenic highways within the vicinity of the Project according to the Caltrans State Scenic Highway Program. The closest designated scenic highway is a portion of Highway 243 from Mountain Center to Banning, which is located approximately 23.1 miles east of the Project site. No impact related to damaging scenic resources within a state scenic highway would occur from Project implementation and no mitigation is warranted.

c) In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings. (Public Views are those that are experienced from a publicly accessible vantage point). If the Project is in an urbanized area, the potential of the project to conflict with applicable zoning and other regulations governing scenic quality?

Finding: Less than Significant Impact

The Project site Plan (Figure 5) depicts the layout of the proposed fueling station improvements. The diesel/CNG and CNG/H_2 dispensers would be covered by canopies in a similar architectural layout and style as the existing service station (Figure 7). Additional equipment required for the H_2 fueling component would be in an H_2 enclosure located along the northern property boundary. The H_2 equipment would be surrounded by an 8 to 12-foot concrete masonry unit wall to provide visual screening (Figure 6).

Landscaping is proposed in the northwest portion of the property along North Webster Avenue and the northern property boundary and in the northeast portion of the property along eastern property line to provide a visual transition from the proposed commercial zoning to the residential zoning located north and east of the Project site. Landscaped areas would be designed in accordance with City of Perris Municipal Code (Chapter 19.70) which provides landscaping standards to promote the values and benefits of landscapes while recognizing the need to use water as efficiently as possible; establish criteria for designing, installing, and maintaining water-efficient landscapes in new projects; and establish landscape design criteria for development projects. The Chapter also provides requirements for planting plans to be incorporated by new developments.

Table 3 – Consistency with PVCCSP Visual Overlay Standards demonstrates how the Project is consistent with the Visual Overlay Zone Standard for the City of Perris. Accordingly, the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts to existing visual character or public views would be less than significant and no mitigation is warranted.

Table 3. Consistency with PVCCSP Visual Overlay Standards

Visual Overlay Zone Standard	Project Consistency
Quality Architectural Presence. A quality architectural presence should be established with an emphasis on layout, finish materials, site accenting elements, and landscaping.	Consistent. Project designed to be architecturally consistent with existing/adjacent service station. Refer to Figure 7.
Full Building Articulation and Enhancement. Full building articulation and enhancement is required on any facades visible from the street as shown in Figure 4.0-19.	Not applicable; no new buildings proposed.
Integrated Screenwall Designs. Screenwall designs shall be integrated with accent landscaping.	Consistent. Refer to Figure 8. – Conceptual Landscape Plan.
Enhanced Landscape Setback Areas. Landscaped setback areas must incorporate enhancements that include accent accessories such as boulders, trellises, or garden walls, beyond basic plant material.	Consistent. Refer to Figure 8.
Enhanced Entry Treatment. Primary entry drives shall have a distinct landscape statement, landscaped median and enhanced paving.	Consistent. Refer to Figure 8.
Entry Point. Entry plazas and/or significant architectural features or public art shall be used as a focal point.	Not applicable; Project is an extension of an existing shopping center. No new focal points required.
Screening, Loading and Service Areas. Screening or offset views into loading/service area or locate service areas away from street frontages to the rear of the property, next to truck loading.	Consistent. Refer to Figures 5, 6, and 8.
Limit or Eliminate Landscaping Along Side or Rear Setbacks. To achieve greater front yard landscaping, landscaping alongside or rear setbacks may be limited unless necessary to screen and buffer loading activity areas from adjacent non-industrial use or public view. Overall percent of landscaping required must be provided but may be consolidated towards the Visual Zone areas.	Consistent. Landscape placement based on meetings/recommendations from City Staff. Refer to Figures 5 and 8.
Uplight Trees and Other Landscape. Trees and other landscape features shall be illuminated by concealed “uplight” fixtures along major collector roads. All fixtures shall be located, shielded and aimed so that light is not cast toward adjacent properties, streets or transmitted into the sky.	Consistent. Trees and other landscape features would be illuminated per Visual Overlay Standards.
Landscaped Accent Along Building Foundation. Accent landscaping shall be used along building foundation.	Not applicable; no new buildings proposed.
Heavily Landscape Parking Lot. If adjacent to major roadway street frontage, parking lots shall be heavily landscaped.	Consistent. Refer to Figures 5 and 8.
Limited Parking Fields. Parking fields shall be limited between street frontage and building to the greatest extent possible as shown in Figure 4.0-20	Not appliable; no new parking fields required/proposed.

d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Finding: Less than Significant Impact

The PVCCSP outlines the following for lighting "All outdoor lighting and utilities, including spotlights, floodlights, electrical reflectors and other means of illumination for signs, structures, landscaping, and similar areas, shall be made of metal, unbreakable plastic, recessed, or otherwise designed to reduce the problems associated with damage and replacement of fixtures. Fixtures shall be vandal proof. Fixtures should be anchored with concrete footing if low voltage lighting is used. Up-lighting, such as building washes or roof lighting, is not permitted in the Airport Overlay Zone due to its proximity to March Global Port and with respect to Mt. Palomar Observatory's Dark Sky Ordinance. A limited amount of up-lighting would be allowed at the discretion of the Development Services Department in all other areas of the Perris Valley Commerce Center when used for the purpose of highlighting building entries and specimen landscaping… Where appropriate, design down-lighting on exterior elevations and landscaping as part of the overall architectural style of the building, accenting, highlighting interesting architectural and landscape architectural features," (City of Perris, 2022b).

The proposed Project would include extension of the existing lighted canopy to cover the proposed hydrogen fuel dispensers, to aid customers in refueling during night. Apart from this extension, no additional lights would be installed as part of the Project. Canopy lighting has been designed in accordance with City of Perris Municipal Code (Section 19.02.110) and would be directed downward toward the dispensers. The proposed Project would not involve the use of reflective materials that create glare. Impacts associated with light and glare would be less than significant and no mitigation is warranted.

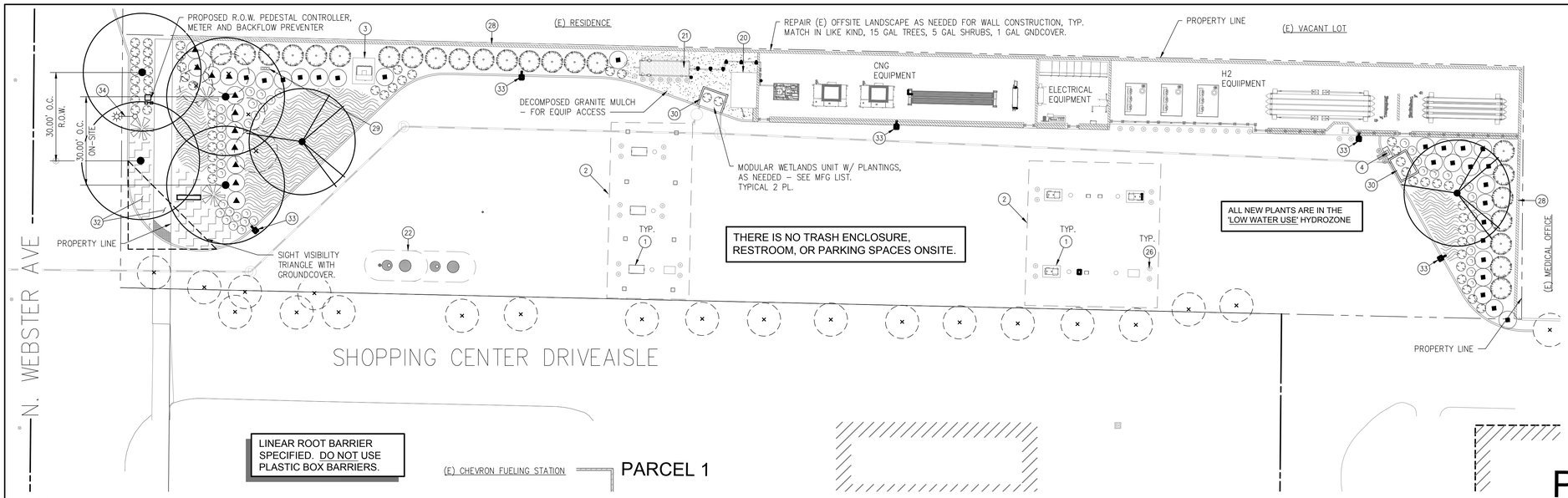
4.1.5 Mitigation Measures

No mitigation measures associated with impacts to aesthetics apply to the proposed Project.

4.1.6 Conclusion

Potential impacts of the proposed Project associated with aesthetics would be less than significant and no mitigation is required.

Page Intentionally Blank



KEYNOTES

1. (N) FUEL DISPENSER
2. (N) CANOPY
3. (N) UTILITY TRANSFORMER
4. (N) HMI
20. (N) DIESEL FUELING ELECTRICAL EQUIPMENT BUILDING
21. (N) GAS MSA
22. (N) DIESEL UNDERGROUND STORAGE TANK
26. (N) BOLLARD
28. (N) WALL
29. (N) VENT RISER
30. (N) CONTECH MODULAR WETLANDS STORMWATER BIORETENTION. SEE SHEET C9
32. (N) PARKWAY & SIDEWALK. SEE SHEET C9
33. (N) LIGHT. SEE SHEET E1
34. (N) STREET LIGHT PER CITY STDS.


CISTUS


MYOPORUM


LEUCOPHYLLUM


CUPRESSUS


PLATANUS


KOELREUTERIA


AGAVE (SPINELESS)


MUHLENBERGIA


LANTANA

PLANTING LEGEND - ON-SITE

PLANT SELECTIONS ** PER CITY COMMENTS

SYMBOL	SIZE	QTY.	MATURE HEIGHT	BOTANICAL NAME	WUCOLS* WATER RATING	COMMON NAME
TREES					* H, L, M HIGH, LOW, MODERATE	
×	-	26	-	EXISTING ONSITE & OFF-SITE TREES TO BE REMOVED	-	-
•	24" BOX	2	60'	PLATANUS ACERIFOLIA **	L	LONDON PLANE TREE
•	24" BOX	2	35'	KOELREUTERIA PANNICULATA	L	GOLDEN RAIN TREE
•	15 GAL	23	50'	CUPRESSUS SEMPERVIRENS 'GLOUCA' **	L	ITALIAN CYPRESS
SHRUBS AND PERENNIALS						
▲	15 GAL.	11	6'	LEUCOPHYLLUM FRUT. 'GREEN CLOUD'	L	TEXAS RANGER
■	5 GAL.	25				
✳	5 GAL.	2	4'	AGAVE ATTENUATTA ** (SPINE LESS)	L	FOX TAIL AGAVE
⊙	5 GAL.	43	4'	CISTUS LADANIFER **	L	CRIIMSON SPOT ROCKROSE
⊕	5 GAL.	40	3'	MUHLENBERGIA CAPILLARIS	L	PINK MUHLY DEER GRASS
GROUNDCOVER/ MASS PLANTINGS						
▨	1 GAL 30" O.C.	310 S.F.	2'	LANTANA 'NEW GOLD' **	L	'NEW GOLD' LANTANA
▨	1 GAL 30" O.C.	1552 S.F.	18"	MYOPORUM PARVIFLORUM ** 'PINK'	L	MYOPORUM
SITE FEATURES - TYPICAL						
▨		450 S.F.		DECOMPOSED GRANITE W/ STABILIZER (FOR ACCESS) WITH MIRAFI FW700 PERMEABLE FABRIC UNDERLAYMENT FOR WEED CONTROL.		
NOT SHOWN		6,570 S.F.		MULCH: DECOMPOSED GRANITE		

ON-SITE LANDSCAPE AREA: 7,090 S.F (6640 S.F. IRRIGATED) TURF AREA = 0 SF
OFF-SITE (R.O.W.) LANDSCAPE AREA: 520 S.F.
TOTAL LANDSCAPE AREA: 7,610 S.F.
TOTAL IRRIGATED LANDSCAPE AREA: 7160 S.F.

PLANTING LEGEND - R.O.W.

PLANT SELECTIONS ** PER CITY COMMENTS

SYMBOL	SIZE	QTY.	MATURE HEIGHT	BOTANICAL NAME	WUCOLS* WATER RATING	COMMON NAME
TREES					* H, L, M HIGH, LOW, MODERATE	
•	24" BOX	2	60'	PLATANUS ACERIFOLIA ** STREET TREE	L	LONDON PLANE TREE
SHRUBS AND PERENNIALS						
⊕	5 GAL.	15	3'	MUHLENBERGIA CAPILLARIS	L	PINK MUHLY DEER GRASS
✳	5 GAL.	1	4'	AGAVE ATTENUATTA ** (SPINE LESS)	L	FOX TAIL AGAVE
GROUNDCOVER/ MASS PLANTINGS						
▨	1 GAL 30" O.C.	170 S.F.	2'	LANTANA 'NEW GOLD' **	L	'NEW GOLD' LANTANA
SITE FEATURES - TYPICAL						
NOT SHOWN		520 S.F.		MULCH: DECOMPOSED GRANITE		

OFF-SITE (R.O.W.) LANDSCAPE AREA: 520 S.F. TURF AREA = 0 SF

GENERAL NOTES

1. ALL PLANTING AREAS SHALL HAVE A 2" LAYER OF ORGANIC COMPOST ROTOTILLED TO A DEPTH OF 4" AND TOPDRESSED WITH 3/4" MINUS DECOMPOSED GRANITE TO A MIN. DEPTH OF 3". COLOR: SAND
2. REFER TO ARCHITECTURAL AND CIVIL PLANS FOR DESCRIPTIONS OF ELEMENTS NOT IDENTIFIED ON THIS PLAN.
3. OBSERVE THE FOLLOWING MINIMUM SETBACK DISTANCES FOR TREE PLANTING :
   - BETWEEN STREET TREES = 30 FT.
   - DRIVEWAY CUTS AND FIRE HYDRANTS = 7 FT.
   - UTILITY BOXES, MANHOLE AND OTHER UTILITY VAULTS, TELEPHONE AND OTHER UTILITY POLES, GAS AND WATER METER, AND MAINS = 5 FT.
4. ALL SURFACE AND SUB-SURFACE SWALES, DRAINAGE STRUCTURES AND PATTERNS SHALL BE MAINTAINED.
5. A LICENSED LANDSCAPE MAINTENANCE CONTRACTOR WILL BE RETAINED TO PERFORM ROUTINE MAINTENANCE DUTIES.
6. LOCATIONS AND QUANTITIES OF EXISTING LANDSCAPE MATERIALS ARE APPROXIMATE.
7. PLANTER SOIL SHALL BE AMENDED AS DESCRIBED BY A LABORATORY SOIL ANALYSIS. ORGANIC COMPOST AND AMENDMENT TO BE USED.
8. LANDSCAPE CONSTRUCTION WASTE TO BE RECYCLED PER LOCAL CODES AND RQMTS.
9. NO PLANTS SELECTED REQUIRE SHEARING
10. OBTAIN ALL MATERIALS LOCALLY (WITHIN 50 MILES) AS POSSIBLE.
11. ROOT BARRIER: INSTALL 24" DEEP LINEAR PLASTIC PANEL FROM DEEP ROOT OR EQUAL AT TREES PLANTED 5' OR LESS FROM CURBS, BUILDINGS, OR PAVEMENT AND 10' FROM R.O.W. OR SIDEWALK.

WATER CONSERVATION CONCEPT

A COMBINATION OF SUB-SURFACE LOW FLOW DRIP, BUBBLERS, AND/OR LOW VOLUME HUNTER MP ROTATOR SPRAYS SHALL BE INSTALLED IN ALL PLANTERS.

PLANTS ARE GROUPED INTO "HYDROZONES" AND IRRIGATED SEPARATELY FROM THOSE WITH DIFFERENT WATER REQUIREMENTS.

IRRIGATION SYSTEM SHALL BE EQUIPPED WITH A WEATHER TRACK CONTROLLER CAPABLE OF DUAL PROGRAMMING. FLOW SENSOR LEAK DETECTION AND AUTOMATIC SHUT-OFF TO BE PROVIDED AT POC.

ESTIMATED TOTAL WATER USE - R.O.W. AND ON-SITE — **PROJECT:** CHEVRON ONSITE

ETWU = (ETo) x (0.62) x [(PF x HA)/IE + SLA]

Irrigation Efficiency	Value =
Bubblers	0.81
Laser Tube (Drip)	0.81
Rotary / Rotor	0.75
Spray	0.75

MAWA=	104,947.52	Maximum Allowable Water Use
ETWU =	86,377	Estimated total water use per year
ETo =	56.65	Reference Evapotranspiration (inches per year)
PF =	See Table at Left	Plant Factor from WUCOLS* or equivalent reference
HA =	See Table Below	Hydrozone Area (square feet)
SLA =	0	Special Landscaped Area (square feet)
0.62 =		Conversion Factor (to gallons per square foot)
IE =	See Table at Left	Irrigation Efficiency (minimum 0.75)

Plant Water Use Type	Plant Factor		
Low	0.10	0.20	0.30
Moderate	0.40	0.50	0.60
High	0.70	0.80	0.90
SLA	1.00		

HYDROZONE TABLE

Hydrozone	Plant Water Use Type(s) (low, moderate, high)	Plant Factor (PF)	Irrigation Type	Hydrozone Area (HA) (sq ft)	PF x HA (sq ft)	ETWU 100 CF/ Year	ETWU Gallons / Year
1	Low	0.30	Laser Tube (Drip)	5,080	1,524	88.35	66,083
2	Low	0.00	Laser Tube (Drip)	0	0	0.00	0
3	Low	0.20	Rotary / Rotor	0	0	0.00	0
4	Moderate	0.50	Spray	0	0	0.00	0
5	LOW	0.30	Bubblers	1,560	468	27.13	20,293
6	High	0.80	Laser Tube (Drip)	0	0	0.00	0
7	High	0.80	Rotary / Rotor	0	0	0.00	0
8	High	0.90	Spray	0	0	0.00	0
	SLA	1			0		
		Sum		6,640	1,992	115.48	86,377
RESULTS			ETWU =	(ETo) x (0.62) x [(PF x HA)/IE + SLA]		100 CF/Year	Gal./year
MAWA =	104,948		**ETWU =**			115	86,377

ETWU must be less than or equal to MAWA — **ETWU complies with MAWA**

MAXIMUM APPLIED WATER ALLOWANCE — **PROJECT #:** CHEVRON ONSITE

MAWA = (ETo) x (0.62) x [(0.45 x LA)+(0.55 x SLA)]

ETo**	56.65	ETo (inches/year)
Enter total project Landscaped Area	6,640.00	LA (square feet)
Enter Special Landscaped Area	0.00	SLA (square feet)
RESULTS:		
	104,948	MAWA (gallons/year)
	140.30	MAWA (100 CF/year)

** Eto Values derived from Appendix A of the CA Model Water Efficient Landscape Ordinance, CA Dept. of Water

MAWA Maximum applied water allowance (gallons per year)
Eto Reference Evapotranspiration (inches per year)
0.45 ET Adjustment Factor (ETAF) per AB1881
LA Planted landscaped area including SLA and not including hardscapes. Also include surface area of water features not
0.62 Conversion Factor (to gallons per square foot)
SLA Portion of the Landscaped Area identified as Special Landscaped Area. Also include surface area of water features using recycled
0.55 The additional ET Adjustment Factor for SLA (1.0 - 0.45 = 0.55)

CITY REQUIREMENTS MET

- ☑ COMMERCIAL ZONE: (1) 24" BOX TREE PER 30 LINEAR FOOT OF FRONTAGE
- ☑ R.O.W. AND WEBSTER AVE FRONTAGE PLANT PALETTE, SIZE AND SPACING, AND R.O.W. METER AND ET CONTROLLER TO MEET PVCCSP STANDARDS.
- ☑ PROVIDE ITALIAN CYPRESS AT NORTH AND EAST CMU WALL PER PLAN CHECK COMMENTS DATED 4-24-23.
- ☑ 10% MINIMUM LANDSCAPE REQUIRED. ON-SITE AREA= 39,453 SF X 0.10 = 3,945 SF REQD. 7090 SF PROVIDED (18%).
- ☑ RECYCLED WATER TO BE USED (AS AVAILABLE FROM WATER AGENCY)

MARK	DATE	REVISIONS	INITIAL
		IS THE CURRENT DRAWING SET REVISION NUMBER	
B	05/06/24	REISSUED FOR PLANNING REVIEW	GM
A	10/27/23	ISSUED FOR PLANNING REVIEW	GM

Chevron

4063 N WEBSTER AVE
PERRIS, CA
SERVICE STATION #308922

Stantec — Consulting Services, Inc. 5300 Ming Avenue Bakersfield, CA 93309 (661) 396-3770 www.stantec.com

CONCEPT LANDSCAPE PLAN

MILESTONES

PROJECT PHASE	DATE	INITIALS
ISSUED FOR PLANNING	10/27/23	BGA
ISSUED FOR PERMIT		
ISSUED FOR BID		
ISSUED FOR CONSTRUCTION		

SS# 308922
JOB# 2057297530
SCALE: AS NOTED
SHEET L1

Notes
1. Data/ Background Sources: Stantec 2023

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by MD on 2024-07-11
TR by SET on 2024-07-11
IR by ZD on 2024-07-11

Client/Project 2057197530

Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
8

Title
Conceptual Landscape Plan

C:\Users\Gmaddock\appdata\local\temp\AcPublish_25016\2057297530 L1 NEW CONCEPT.dwg Dimscale:20 LTScale:1 Plot:[Time:May06,2024-11:39am Login:GMaddock] Pre-plot:[OCT 26, 2023 07:55-GMaddock] Xrefs:"c--bdy--perris"*2057297530-TB022"*"c--et--perris"*"c--bp--perris"*Perris_20"*"c--up--perris Images:"ogave attenuata.JPG"*CISTUS LADANIFER.jpg"*TAL CYPRESS.JPG"*KOEUL PANICULATA.jpg"*LANTANA NEW GOLD 2.jpg"*LEUC FRUT.jpg"*MUHLYGRASS--PINK--GANATIVEPLANTSOCIETY__94002.jpg"*myoporum--parvifolium--putah--cree

Page Intentionally Blank

4.2 AGRICULTURAL AND FORESTRY RESOURCES

AGRICULTURAL AND FORESTRY RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Regulatory Setting

The California Department of Conservation (CDC) maps farmland into designations based on soil types across the state. Land that meets land use and soil criteria may be designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance. In addition, the California Land Conservation Act, also known as the Williamson Act, was passed in 1965 to protect specific parcels of land in agricultural and open spaces. It allows landowners to enter contracts with local governments and in return, receive lower property tax assessments (City of Perris, 2011).

4.2.2 Environmental Setting

A large portion of the PVCCSP planning area is undeveloped land currently used for agriculture. However, the Project site is located with a primarily developed area within the PVCCSP and has been subject to disturbance associated with residential, commercial, and light industrial development. Within the PVCCSP planning area, the Project site is bounded on the north by residential land, to the east by residential and light industrial properties, to the south by the existing service station, and to the west by commercial and residential land. These disturbances have eliminated the agricultural potential that once occurred on and the lands surrounding the Project site. According to the CDC Farmland Mapping and Monitoring Program,

the Project site's parcel is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance by Riverside County. In addition, the Project site is not within a parcel under a Williamson Act contract.

4.2.3 Applicable PVCCSP Standards and Mitigation Measures

There are no Standards and Guidelines or mitigation measures related to agriculture and forestry resources included in the PVCCSP, and no mitigation measures for this topic area in the PVCCSP EIR.

4.2.4 Environmental Impact Analysis

a) Would the project Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Finding: No Impact

At the time of PVCCSP approval in 2011, there were 691.5 acres of Prime Farmland, 244.3 acres of Farmland of Statewide Importance, 34.7 acres of Unique Farmland, and 1,465.0 acres of Farmland of Local Importance within the PVCCSP planning area. The SP area was largely undeveloped land used for agricultural purposes (sod farming, other) with smaller elements of development consisting of some warehousing/distribution facilities, neighborhood and community commercial, small scale industrial facilities, and rural residential neighborhoods. Over the past 12 years since its adoption, a substantial amount of new development activity and infrastructure (i.e., road improvements, dry and wet utilities, other) has been built within the PVCCSP boundary (City of Perris, 2011).

According to the California Important Farmland Map and the PVCCSP, the Project is located in designated "urban and built-up land" (CDC, 2022a). There are currently no agricultural uses on the Project site, and none are proposed. The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts to Farmland would occur, and no mitigation is warranted.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Finding: No Impact

Williamson Act contracts restrict land development of contract lands, typically limiting land use to agriculture, recreation, and open space, unless otherwise stated. The PVCCSP planning area contains 29 parcels encompassing 204 acres within active Williamson Act contracts located within the Perris Valley Agricultural Preserve No. 1, Map No. 56. The Project is not located on land contracted under the Williamson Act and would not conflict with existing zoning for agricultural use (CDC, 2022b). No impact to existing zoning or Williamson Act contracts would occur and no mitigation is warranted.

c) Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

Finding: No Impact

The Project site is not zoned as forest land or timberland, nor does it include any timberland resources. The Project would have no impact on forest land or timberland and no mitigation is warranted.

d) Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Finding: No Impact

The Project site is not located within any forest land or land designated to the conservation of forest land. The Project would have no impact on forest land and no mitigation is warranted.

e) Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

Finding: No Impact

The Project site is not located on land zoned or utilized for farmland or forest land. The Project would not result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest uses. No impact would occur to farmland or forest land and no mitigation is warranted.

4.2.5 Mitigation Measures

No mitigation measures associated with impacts to agriculture and forestry services apply to the proposed Project.

4.2.6 Conclusion

There would be no impacts of the proposed Project associated with agriculture and forestry services and no mitigation would be required.

Page Intentionally Blank

4.3 AIR QUALITY

Air QUALITY Would the Project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) 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?	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☒	☐	☐

4.3.1 Regulatory Setting

The United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) determine the air quality attainment status of designated areas by comparing local ambient air quality measurements from state or local ambient air monitoring stations with the National Air Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS). These attainment designations are determined on a pollutant-by-pollutant basis. Consistent with federal requirements, an unclassifiable designation is treated as an attainment designation. Table 4 – Attainment Status of South Coast Air Basin presents the federal and state attainment status for the South Coast Air Basin (SCAB). Attainment means that the ambient air quality meets the air quality standards and non-attainment means that the ambient air quality does not meet air quality standards.

Table 4. Attainment Status of South Coast Air Basin

Pollutant	State Designation	Federal Designation
Ozone (O_3)	Non-Attainment	Non-Attainment (Extreme)
Particulate Matter (PM_{10})	Non-Attainment	Attainment
Particulate Matter ($PM_{2.5}$)	Non-Attainment	Non-Attainment (Serious)
Carbon Monoxide (CO)	Unclassified/Attainment	Unclassifiable/ Attainment
Nitrogen Dioxide (NO_2)	Unclassified/Attainment	Unclassifiable/ Attainment
Sulfur Dioxide (SO_2)	Attainment	Attainment
Lead (Pb)	Attainment	Non-Attainment (Partial)
Hydrogen Sulfide (H_2S)	Attainment	Not Identified/ No Status
Sulfates	Attainment	Not Identified/ No Status

Source: SCAQMD, 2018

As shown in Table 4, the Project site is located in an area designated nonattainment for both the federal and state standards for O_3 and $PM_{2.5}$, the state standard for PM_{10}, and the federal standard for lead. Because the SCAB currently exceeds several state and federal ambient air quality standards, the SCAQMD is required to implement strategies to reduce pollutant levels to recognized acceptable standards.

The 2022 Air Quality Management Plan (AQMP) was adopted by SCAQMD on December 2, 2022 to lead the SCAB into compliance with the NAAQS. The 2022 AQMP accounts for projected population growth, predicted future emissions in energy and transportation demand, and determined control strategies for the eventual achievement of NAAQS attainment designation. These control strategies involve a combination of regulatory and incentive approaches via partnerships at all levels of government. The 2022 AQMP includes policies that are consistent with the SCAQMD and specify review according to the recommendations of SCAQMD guidelines. Other policies are aimed at reducing transportation emissions, emissions from major stationary sources, and environmental justice communities (SCAQMD, 2022).

The City of Perris General Plan Health Community Element establishes goals for air quality within the City of Perris. The General Plan goals and policies which apply to the proposed Project include the following:

Goal HC-6: Healthy Environment—Support efforts of local businesses and regional agencies to improve the health of our region's environment.

Policy HC 6.1: Support regional efforts to improve air quality through energy efficient technology, use of alternative fuels, and land use and transportation planning.

Policy HC 6.3: Promote measures that will be effective in reducing emissions during construction activities.

- Perris will ensure that construction activities follow existing SCAQMD rules and regulations.
- All construction equipment for public and private projects will also comply with CARB vehicle standards. For projects that may exceed daily construction emissions established by the SCAQMD, Best Available Control Measures will be incorporated to reduce construction emissions to below daily emission standards established by the SCAQMD.
- Project components will be required to prepare and implement a Construction Management Plan which will include Best Available Control Measures among others. Appropriate control measures will be determined on a project by project basis and should be specific to the pollutant for which the daily threshold is exceeded.

4.3.2 Environmental Setting

Stantec performed an Air Quality Inventory and Health Risk Assessment for the proposed Project in February 2024 (Appendix A – Air Quality Emissions Estimates and Appendix B – Health Risk Assessment Technical memorandum for the Perris Hydrogen and CNG Fueling Station Improvements Project).

The Project site is situated within the City of Perris, which lies within the SCAB. The SCAB occupies a coastal plain with valleys and hills extending eastward. It is bordered regionally by the Pacific Ocean to the southwest and the San Gabriel, San Bernadino, and San Jacinto mountains to the east, delineating its

inland boundary. Predominant air currents play a pivotal role in propelling the movement and diffusion of air pollutants. The mountains act as inherent barriers, impeding the spread of air contaminants horizontally. Pollution originating in coastal and Los Angeles areas is carried inland until it encounters these mountains, where the convergence of mountainous terrain and inversion layers typically stops further dispersion. This topography contributes to a gradual decline in air quality from coastal zones towards inland areas within the SCAB.

The local dominant wind blows predominantly from the south-southwest with relatively low velocities (City of Perris, 2011). The annual average annual wind speed is about 10 miles per hour with summer wind speeds averaging slightly higher than winter wind speeds. Low average wind speeds, a persistent temperature inversion, and topography limit the vertical dispersion of air pollutants throughout the SCAB. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. Strong Santa Ana winds can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean.

Local Air Quality

The SCAQMD divided the SCAB into 38 Source Receptor Areas (SRA) each with a designated ambient air monitoring station. The Project site is in the Perris Valley SRA (SRA 24). The nearest air monitoring station to the Project is the Perris Monitoring Station (Perris Station) approximately 1.1 miles southeast of the Project site at 237 ½ North D Street, Perris, California.

4.3.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP encompasses Standards and Guidelines pertinent to the evaluation of air quality impacts outlined in this IS/MND, which are integrated into the proposed Project and thus considered in this section's analysis. Moreover, the PVCCSP EIR has outlined mitigation measures that individual projects must follow throughout their planning, design, construction, and permitting phases. Section 4.3.2 delineates how the proposed Project would enact the PVCCSP EIR's mitigation measures concerning air quality which are relevant to the Project.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Air 1 (PVCCSP Standard Condition)	Provide estimate of emissions from Project-level construction.	Completed. Appendix A - Air Quality Emissions Estimates .
PVCCSP Air 2	Submit traffic control plan for construction.	Project required mitigation measure.
PVCCSP Air 3	Comply with SCAQMD Rule 403 for dust control.	Project required mitigation measure.
PVCCSP Air 4	Idling of construction equipment on site shall be restricted to no more than five minutes.	Project required mitigation measure.
PVCCSP Air 5	Utilize permanent electrical utility service instead of diesel generators.	Project required mitigation measure.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Air 6	Construction equipment meets or exceeds Tier 3 standards with available CARB verified or US EPA certified technologies.	Project required mitigation measure.
PVCCSP Air 7	Maintain construction equipment and maintenance records on-site.	Project required mitigation measure.
PVCCSP Air 8	Apply paints using high volume low pressure or equivalent technology.	Project required mitigation measure.
PVCCSP Air 9	Use paint with low amounts of volatile-organic-compounds or pre-painted materials.	Project required mitigation measure.
PVCCSP Air 10	Provide an estimate of air emissions for operations.	Completed. Appendix A - Air Quality Emissions Estimates
PVCCSP Air 11	Post visible signs prohibiting all on-site truck idling in excess of five minutes.	Project required mitigation measure.
PVCCSP Air 13	Promote “clean truck fleets” to tenants.	Project required mitigation measure.
PVCCSP Air 15	Provide a facility-specific Health Risk Assessment.	Completed. Appendix B - Health Risk Assessment Technical Memorandum for the Perris Hydrogen and CNG Fueling Station Improvements Project
PVCCSP Air 19	Utilize energy-efficient lighting throughout the site.	Project-specific mitigation; Included in Project design.

4.3.4 Environmental Impact Analysis

a) Would the project conflict or obstruct implantation of the applicable air quality plan?

Finding: Less than Significant Impact

The SCAQMD has adopted regional and localized significance thresholds (LSTs) to determine the significance of a project’s potential air quality impacts. Separate thresholds of significance have been adopted for the construction and operation phases of projects. The LSTs were developed by the SCAQMD to assist lead agencies in analyzing localized air quality impacts from projects. LST look-up tables for one, two, and five acre proposed projects emitting CO, nitrogen oxides (NOx), $PM_{2.5}$ or PM_{10} were prepared for easy reference according to source receptor area. The LST methodology and associated mass rates are not applicable to mobile sources travelling over the roadways. It should be noted that SCAQMD does not require compliance with LSTs for new construction projects; LSTs are a voluntary approach to be implemented at the discretion of local agencies (SCAQMD, 2008a). Table 5 – SCAQMD Air Quality Significance Thresholds (Mass Daily Thresholds) below presents the regional significance thresholds and LSTs applicable to the proposed Project and used for purposes of this analysis. Localized significance thresholds are from the SCAQMD lookup tables for SRA 24 assuming a five-acre project site and a distance to the nearest sensitive receptor of 25 meters (82.02 feet).

Table 5. SCAQMD Air Quality Significance Thresholds (Mass Daily Thresholds)

Regional Thresholds (lbs/day)	VOC	NO_X	SO_2	CO	PM_{10}	$PM_{2.5}$	Lead (Pb)
Construction	75	100	150	550	150	55	3
Operation	55	55	150	550	150	55	3
Localized Thresholds (lbs/day)	**VOC**	**NO_X**	**SO_X**	**CO**	**PM_{10}**	**$PM_{2.5}$**	**Lead (Pb)**
Construction	n/a	270	n/a	1,577	13	8	n/a
Operation	n/a	270	n/a	1,577	4	2	n/a

Sources: SCAQMD Air Quality Significance (Mass Daily) Thresholds, 2023
SCAQMD Mass Rate LST Lookup Tables, Appendix C, 2008a

Projects in compliance with SCAQMD rules and regulations and with emissions below the SCAQMD mass emissions thresholds of significance presented in Table 5 above would not be expected to conflict with or obstruct implementation of the applicable air quality plan. proposed Project construction and operation emissions were calculated using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.20. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planning, and environmental professionals to quantify potential criteria air pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operations including vehicle use, off-road equipment, fugitive dust, off-gas from asphalt and landscaping maintenance. Default data (i.e., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California air districts to account for local requirements and conditions. The model is an accurate and comprehensive tool for quantifying air quality impacts from land use projects throughout California.

Construction Impacts

The Project would result in emissions of criteria air pollutants during construction primarily from off-road equipment and on-road vehicle exhaust and fugitive dust from grading/soil disturbing activities. The Project does not include a source of potential lead emissions. Estimated Project construction emissions are summarized below in Table 6 – Project Construction Emissions in Comparison to SCAQMD Significance Criteria. Detailed emissions estimates and assumptions are provided in Appendix A.

Table 6. Project Construction Emissions in Comparison to SCAQMD Significance Criteria

Year	ROG	NO_X	SO_X	CO	PM_{10}	$PM_{2.5}$
2024	2.72	15.2	0.04	13.5	3.11	1.68
SCAQMD Thresholds	75	100	150	550	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Source: Appendix A

As shown in Table 6, Project construction emissions are below the applicable SCAQMD regional and localized mass emissions thresholds of significance. The Project would additionally be subject to compliance with SCAQMD Rule 403 which includes implementing required best available control measures

to reduce fugitive dust emissions during proposed soil disturbing activities at the Project site during construction.

Operational Impacts

Operation phase emissions of criteria air pollutants are limited to vehicle exhaust associated with public use and site maintenance and indirect emissions associated with water, electricity, and waste management requirements. The Project does not include a source of potential lead emissions. Estimated Project operation emissions are summarized below in Table 7 – Project Operation Emissions (Average Daily) Compared Against SCAQMD Thresholds.

Table 7. Project Operation Emissions (Average Daily) Compared Against SCAQMD Thresholds

Component	ROG	NO_X	SO_X	CO	PM_{10}	$PM_{2.5}$
Mobile	8.59	6.73	0.11	49.2	9.74	2.47
Area	0.13	<0.005	<0.005	0.13	<0.005	<0.005
Energy	<0.005	0.05	<0.005	0.04	<0.005	<0.005
Off-Road	0.44	3.13	0.01	4.02	0.00	0.00
Total	9.16	9.91	0.12	53.4	9.74	2.47
SCAQMD Thresholds	55	55	150	550	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Source: Appendix A

Considering Project mass emissions are below the thresholds of significance and the Project would be required to comply with SCAQMD Rule 403, the Project would not conflict with or obstruct implementation of the 2022 SCAQMD and impacts would be less than significant, and no mitigation is warranted.

b) Would the 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?

Finding: Less than Significant Impact with Mitigation Incorporated

Construction Impacts

Construction activities associated with development of the proposed Project would generate diesel emissions and dust. Emissions below the SCAQMD regional mass emissions thresholds of significance would not be expected to 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. As shown in Table 6, Project construction emissions are below the applicable SCAQMD regional and localized mass emissions thresholds of significance and would not result in a considerable net increase of any criteria pollutant for which the Project region is non-attainment. The Project would utilize mitigation measures from the PVCCSP EIR to further reduce air quality impacts; the Project would utilize PVCCSP

Mitigation Measures (MM) Air 2 through 11, Air 13, and Air 19. Therefore, impacts would be less than significant with mitigation.

Operational Impacts

As shown in Table 7, Project operation emissions are below the applicable SCAQMD regional and localized mass emissions thresholds of significance. In addition, hydrogen is not a regulated pollutant, so the storage of hydrogen fuel in tanks would not violate an air quality standard or contribute substantially to an existing or projected air quality violation. Stations that merely accept hydrogen fuel deliveries would likely not need air permits for hydrogen fuel storage tanks, as they would have no regulated emissions. Considering Project mass emissions are below the thresholds of significance, the Project would not result in a considerable net increase of any criteria pollutant for which the Project region is non-attainment. Therefore, impacts would be less than significant, and no mitigation is warranted.

c) Would the project expose sensitive receptors to substantial pollutant concentrations?

Finding: Less than Significant with Mitigation Incorporated

Construction Impacts

Construction of the proposed Project would involve the use of heavy equipment powered by diesel fuel, such as a backhoe. Diesel exhaust contains various pollutants that can be harmful to the environment or human health. Construction of the Project would be short term and temporary for approximately five to 6 months. The installation of the proposed hydrogen fueling facilities would be a minor construction project, not requiring extensive equipment over extended periods of time. Because the Project is an addition to an existing fueling station, construction equipment would primarily be operated on asphalt pavement, resulting in little dust emissions. As shown in Table 6, Project construction emissions are below the applicable SCAQMD localized mass emissions thresholds of significance established by SCAQMD to screen the Project's potential to expose sensitive receptors (residents of the PVCCSP Rural Residential area) to substantial pollutant concentrations. Accordingly, the implementation of Project Air 1, which requires the use of Tier 4 construction equipment, and PVCCSP Air 4, Air 10, Air 11, Air 13 would reduce impacts to less than significant with mitigation.

Operational Impacts

As described above, hydrogen is not a regulated pollutant; therefore, the Project is not expected to expose sensitive receptors to substantial pollutant concentrations associated with hydrogen fueled vehicles. Trips made to the Project site in order to refuel would be by FCEV. As electric vehicles, FCEVs generate no pollutant emissions. Hydrogen gas would be delivered to the Project site by diesel delivery vehicles during the operational life of the Project. Like construction equipment, delivery vehicles also generate diesel exhaust. Delivery would occur infrequently. Initially, delivery would occur approximately once per week. Delivery frequency could increase as FCEVs become more common and the demand for hydrogen fuel increases. Maximum delivery frequency, based on maximum possible demand, would be once, daily. A daily increase of a single delivery vehicle trip would not generate substantial pollutant concentrations.

Nevertheless, the potential impacts associated with an increase in diesel-fueled vehicle traffic was evaluated and is summarized below.

Health Risk Assessment

A Health Risk Assessment (HRA) was prepared as part of the analysis in Appendix B. As presented below, with implementation of mitigation, construction and operation of the Project would not result in significant health risks to existing sensitive receptors.

Construction Impacts

Exposure to diesel particulate matter (DPM) from diesel vehicles and off-road construction equipment can result in health risks to nearby sensitive receptors. The HRA assessed potential health impacts to nearby receptors from DPM generated during Project construction. Results of the analysis indicate that construction of the Project could expose nearby sensitive receptors to pollutant concentrations that would result in a health risk that exceeds SCAQMD's threshold of significance for cancer risk per million. In order to reduce impacts, the Project would be required to implement Project Air 1 to reduce impacts to be less than significant with mitigation.

Operational Impacts

The Project would include two new CNG dispensers, a new diesel UST and four new diesel fuel dispensers, and three hydrogen dispensers. The CNG dispensers would be connected to the SoCal Gas network; therefore, CNG would not be delivered by vehicle to the Project site, and the addition of CNG dispensers would not result in substantial toxic air contaminants (TACs) emissions during operations. All diesel fuel to be provided on-site would comply with the California Diesel Fuel Regulations, which establish limits on the amount of sulfur and aromatic hydrocarbons in diesel fuel. Compliance with these regulations would ensure that any diesel vapor would not adversely affect receptors. The consumption of hydrogen fuel emits only water and would not produce TAC emissions. Thus, the additional hydrogen fueling dispensers proposed on-site would not result in TAC emissions.

The greatest potential for exposure to TACs during long-term operations of the Project is from the use of diesel vehicles that would deliver diesel and hydrogen fuel to the Project site, as well as the increase in diesel-fueled vehicle traffic to the site to refuel. The HRA assessed potential health impacts to nearby receptors from DPM generated during Project operations. Results of the analysis demonstrate that the health risk posed to nearby receptors due to operations of the Project would be well below the SCAQMD thresholds of significance, and the impact would be less than significant, and no mitigation is warranted.

d) Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Finding: Less than Significant with Mitigation Incorporated

Construction Impacts

Hydrogen is an odorless gas and would therefore result in no adverse odors. Construction and delivery would require use of diesel equipment, such as a backhoe and tanker truck. However, construction would be temporary, and delivery of fuel with a tanker truck would be infrequent. In addition, the PVCCSP EIR concluded that buildout under the PVCCSP would result in temporary objectionable odors during Project construction. The PVCCSP EIR found that with the incorporation of regulatory requirements regarding construction equipment and diesel fuel odors, and within the incorporation of mitigation measures PVCCSP Air 4, Air 6, Air 11, and Air 13, impacts related to objectionable odors would be less than significant.

Operational Impacts

Delivery of hydrogen gas and diesel fuel would require a tanker truck (diesel-fueled equipment) but would be infrequent. The impacts would be less than significant, and no mitigation is warranted.

4.3.5 Mitigation Measures

PVCCSP Air 2: Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.

PVCCSP Air 3: To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to:

- Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain).
- Keeping disturbed/loose soil moist at all times.
- Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered.

- Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip.
- Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site.
- Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour.
- Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation.
- Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials.
- Replacement of ground cover in disturbed areas as quickly as possible.

PVCCSP Air 4: Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.

PVCCSP Air 5: Electricity from power poles shall be used instead of temporary diesel or gasoline powered generators to reduce the associated emissions. Approval will be required by the city the City of Perris Building Division prior to issuance of grading permits.

PVCCSP Air 6: The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.

PVCCSP Air 7: During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.

PVCCSP Air 8: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.

PVCCSP Air 9: To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall

dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.

PVCCSP Air 10: To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

PVCCSP Air 11: Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.

PVCCSP Air 13: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.

PVCCSP Air 19: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.

Project Air 1: Exhaust emissions shall be minimized during construction activities with the use of off-road equipment engines that meet or exceed CARB's Tier 4 engine emissions standards for off-road equipment exceeding 50 horsepower (hp). At a minimum, all construction equipment shall be certified as compliant with the Tier 4 engine emissions standards as provided in CCR, Title 13, section 2423(b)(1)(B). Engines

can achieve these standards through the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after treatment products, add-on devices such as particulate filters, or other options as they become available.

4.3.6 Conclusion

Implementation of PVCCSP Air 2 through 11, 13, and 19, and Project Air 1 would reduce potential impacts of the proposed Project associated with air quality to a less than significant level.

4.4 BIOLOGICAL RESOURCES

BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

4.4.1 Regulatory Setting

The City of Perris General Plan Conservation Element establishes goals for the biological resources within the City of Perris. The General Plan goals and policies which apply to the proposed Project include the following:

Goal-II: Preservation of areas with significant biotic communities.

Policy II.A: Comply with state and federal regulations to ensure protection and preservation of significant biological resources.

Goal-III: Implementation of the Multi-Species Habitat Conservation Plan (MSHCP).

Policy III.A: Review all public and private development and construction projects and any other land use plans or activities within the MSHCP area, in accordance with the conserve criteria procedures and mitigation requirements set forth in the MSHCP.

4.4.2 Environmental Setting

The City of Perris Conservation Element rates the Project site as an area of low habitat sensitivity (City of Perris, 2006b). The Project site primarily consists of land that has been subject to a variety of anthropogenic disturbances associated with historic agricultural activities, surrounding development, and routine weed abatement/disking activities (City of Perris, 2011). Historic aerials show these activities have been ongoing since at least 1966. Aerial photography was reviewed to document existing site conditions and document the changes to the Project site and surrounding area. Due to historic land uses, no native plant communities or natural communities of special concern were observed on or adjacent to the Project site. Therefore, no native plant communities would be impacted from implementation of the proposed Project.

Landscaping on the Project site is currently present along the southern portion of the residential property and along the northern and western portions of the existing service station. These areas contain landscaped lawn area and ornamental trees. Given that vegetation consists of narrow strips of landscaping near busy roadways and a shopping center, it is unlikely to support special status species. The landscaping is also regularly maintained by contractors. Similarly, riparian habitat or other sensitive natural community do not occur on-site nor within the landscaped areas.

The Project site does have multiple landscape trees and vegetation that could provide minimal foraging and nesting habitat for year-round and seasonal avian residents, as well as migrating songbirds that have adapted to urban environments. Additionally, the Project site has the potential to provide suitable nesting opportunities for birds that nest on the open ground such as killdeer (City of Perris, 2011).

The nearest Natural Community Conservation Plan or Habitat Conservation Plan to the Project site is the Western Riverside County MSHCP. The Project site is not within any plan areas of the MSHCP and is not within any MSHCP Criteria Cells or Subunits established for the acquisition of habitat and sensitive plant and wildlife species. Therefore, the proposed Project is not subject to MSHCP's Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process or the Joint Project Review (JPR) process. The Project site is not located within any area where habitat surveys are required for fish, amphibian, reptile, mammal species, narrow endemic plants, or burrowing owl (County of Riverside, 2024).

4.4.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP encompasses Standards and Guidelines pertinent to the evaluation of biological resources impacts outlined in this IS/MND, which are integrated into the proposed Project and thus considered in this section's analysis. Moreover, the PVCCSP EIR has outlined mitigation measures that individual projects must follow throughout their planning, design, construction, and permitting phases.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Bio 1	Conduct pre-construction nesting bird surveys if constructing in nesting season.	Project required mitigation measure.

4.4.4 Environmental Impact Analysis

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or regulated by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: Less than Significant Impact

The Project site is currently zoned as residential and is being combined with the existing service station. The Project site has an existing 1,320 square-foot single-family home on the western part of the parcel, with storage units, traffic signage equipment, and construction materials occupying much of the eastern portion of the property. Based on the desktop review and review of the MSHCP, it is determined that the implementation of the proposed Project would not yield significant impacts on federal or state species known to inhabit the general vicinity of the Project site. This conclusion is drawn due to the urbanized nature of the area, the absence of habitat for sensitive species, the nonexistence of sensitive species within the vicinity, and the Project site's exclusion from critical habitat mapping for any federal or state species. Therefore, the proposed Project would have a less than significant impact on candidate, sensitive, or special-status species and no mitigation is warranted.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Finding: No Impact

The Project site has no riparian habitat or other sensitive natural community identified in local or regional plans. Based on desktop review, the Project site does not appear to contain any drainage features, vernal pools, wetlands, etc. that would fall under the jurisdiction of the Regional Water Quality Control Board, the U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, or the California Department of Fish and Wildlife (City of Perris, 2011). Therefore, the proposed Project would have no impact on special-status species, riparian habitat, or other sensitive natural communities and no mitigation is warranted.

c) Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Finding: No Impact

The Project site has no state or federally protected wetlands. The proposed Project would be constructed within a previously disturbed area. The Project site has an existing 1,320 square-foot single-family home on the western part of the parcel, with storage units, traffic signage equipment, and construction materials occupying much of the eastern portion of the property. Therefore, no impacts associated with wetlands would occur, and no mitigation is warranted.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Finding: Less Than Significant with Mitigation Incorporated

There are no streams or other surface waters on or adjacent to the Project site. Therefore, the Project site is not used for fish migration or movement. The vegetation on the Project site is limited to landscaped areas surrounding and within the Project site. These areas are isolated from contiguous habitat or corridors because it is surrounded by busy arterial streets and a shopping center. Additionally, the landscaping is regularly maintained with activities such as mowing and pruning. The site is also not a native wildlife nursery site. Although the Project site is not ideal as a wildlife corridor, nesting birds (whether they are migratory, non-listed, native, or residential species) may still inhabit the Project site. The Project would not interfere substantially with the movement of any wildlife species with the implementation of PVCCSP Bio 1.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Finding: Less than Significant Impact

The proposed Project would result in the removal of 25 existing ornamental trees at the proposed hydrogen equipment storage area and include landscaping consisting of 77 ornamental shrubs and perennials and two Laurus “Saratoga” trees (Figure 8). The Project would comply with two local ordinances regarding biological resources. First, the Project would follow Chapter 19.71 of the Perris Municipal Code, Urban Forestry Establishment and Care, when planting trees. Section 19.71.010 of the Code states the following purpose of the Urban Forest Ordinance:

“An urban forest is the assemblage of trees in a community that line streets, enhance parks, public spaces and grow wild or are planted in open spaces that this ordinance seeks to protect and enhance. The urban forest includes trees in commercial centers, schools, industrial parks and residential areas, for which property owners provide care and protection. As a City grows, a well-maintained urban forest grows with it providing a sense of permanence, a source of civic pride, and enhancing the quality of life for its citizens

and visitors. Urban forests are also a cost-effective means of addressing critical community and regional issues ranging from improving local air quality to combating global climate change."

In addition, the Project would follow the "Landscape Design Guidelines and Technical Manual" (Section 19.70.040 of the Perris Municipal Code) for landscaping on the Project. The City requires new development to comply with these ordinances, so the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, even though the Project would remove 25 existing ornamental trees, and would result in a less than significant impact and no mitigation is warranted.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Finding: No Impact

The City of Perris is signatory to the MSHCP, but the Project site is not located within any criteria cell, or area designated for habitat surveys for amphibian, criteria area species, mammal, or narrow endemic plants (City of Perris, 2006b); therefore, the proposed Project would not conflict with the adopted MSHCP. According to the PVCCSP EIR, there are no current or historical drainages on, or adjacent to, or near the Project site (City of Perris, 2011). The site is set in the context of lands developed to commercial use. The Project site is not in proximity to an established Cell Group, Criteria Cell, Public/Quasi-Public Land, Linkage/Core, Conserved Land, or Regional Conservation Authority Conservation Easement; therefore, the MSHCP guidelines pertaining to Urban/Wildlands Interface for the management of edge factors such as lighting, urban runoff, toxics, and domestic predators do not apply (County of Riverside, 2003). No impacts to any Habitat Conservation Plans, Natural Community Conservation Plans, or other approved plans would occur, and no mitigation measures are warranted.

4.4.5 Mitigation Measures

PVCCSP Bio 1: In order to avoid violation of the Migratory Bird and Treaty Act (MBTA) and the California Fish and Game Code, site preparation activities (removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. If site-preparation activities are proposed during the nesting/breeding season, the Project proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy

of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.

4.4.6 Conclusion

Implementation of PVCCSP Bio 1 would reduce potential impacts of the Project associated with biological resources to a less than significant level.

4.5 CULTURAL RESOURCES

CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

4.5.1 Regulatory Setting

City of Perris General Plan

The Conservation Element of the City of Perris General Plan (2005) includes goals, policies and measures intended to preserve and protect cultural resources. City of Perris General Plan goals and policies which apply to the proposed Project include the following:

Goal IV: Cultural Resources: Protection of historical, archaeological, and paleontological sites.

Policy IV.A: Comply with state and federal regulations and ensure preservation of significant historical, archaeological, and paleontological resources.

Implementation Measure IV.A.1: For all private and public projects involving new construction, grading, or demolition, including infrastructure and other public service facilities, staff shall require appropriate surveys and necessary site investigations in conjunction with the earliest environmental document prepared for a project.

4.5.2 Environmental Setting

The Cultural Resources Section has been prepared pursuant to the Cultural Resources Survey Report prepared for the Project (Appendix C).

A summary of the cultural setting is provided below to place the Project area within relevant temporal and ethnographic settings. These settings inform expectation of the types of resources that could be encountered and provide context for which cultural resources might be assessed for significance.

Prehistoric Overview

Human occupation of coastal southern California dates back at least 10,000 years before present (BP). Four cultural periods of precontact occupation of California during the Holocene Epoch (10,000 years BP to present) are discussed below: the Early Holocene Period, the Early Horizon Period, the Middle Horizon Period, and the Late Horizon Period. During the Early Holocene Period (10,000 to 8,000 years BP), hunters/gatherers utilized lacustrine and marshland settings for the varied and abundant resources found

there. Milling-related artifacts are lacking during this period, but the atlatl and dart are common. Hunting of large and small game occurred, as well as fishing. Permanent settlements were established near water sources, but a nomadic lifestyle was more common (Moratto, 1984). Milling-related artifacts first appear in sites dating to the Early Horizon Period (8,000 to 4,000 years BP). Hunting and gathering continue during this period, but with greater reliance on vegetal foods. Mussels and oysters were a staple. This gave way to greater consumption of shellfish in the Middle Horizon Period (4,000 to 2,000 years BP). Use of bone artifacts appears to have increased during this period, as well as baked earth steaming ovens. Occupation of permanent or semi-permanent villages occurred in this period, as did reoccupation of seasonal sites. During the Late Horizon Period (2,000 years BP to the time of European Contact [i.e., AD 1769]), population densities were high and settlement in permanent villages increased (Erlandson, 1994; Moratto, 1984). Regional subcultures also developed, each with their own geographical territory and language or dialect. These groups, bound by shared cultural traits, maintained substantial interaction, including trading extensively with one another.

Ethnographic Overview

The Project area is in the territory known ethnographically to have been occupied by the Luiseño, a Takic speaking people. The term Luiseño was given by the Spanish to the native groups living in the area under the influence of Mission San Luis Rey (Bean and Shipek, 1978).

The Luiseño lived in sedentary and autonomous village groups, each with specific subsistence territories encompassing hunting, collecting, and fishing areas. Villages were typically located in valley bottoms, along streams, or along coastal strands near mountain ranges where water was available and village defense was possible. Inland populations had access to fishing and gathering sites on the coast, which they used during the winter months (Bean and Shipek, 1978).

Luiseño subsistence was centered on the gathering of acorns, seeds, greens, bulbs, roots, berries, and other vegetal foods. This was supplemented with hunting mammals such as deer, antelope, rabbit, woodrat, ground squirrels, and mice, as well as quail, doves, ducks, and other birds. Bands along the coast also exploited marine resources, such as sea mammals, fish, crustaceans, and mollusks. Inland, trout and other fish were taken from mountain streams (Bean and Shipek, 1978).

Hunting was done individually and by organized groups. Tool technology for food acquisition, storage, and preparation reflects the size and quantity of items procured. Small game was hunted with curved throwing sticks, nets, slings, or traps. Bows and arrows were used for hunting larger game. Dugout canoes, basketry fish traps, and shell hooks were used for near-shore ocean fishing. Coiled and twined baskets were made for food gathering, preparation, storing, and serving. Other items used for food processing included large shallow trays for winnowing chaff from grain, ceramic and basketry storage containers, manos and metates for grinding seeds, and ceramic jars for cooking (Bean and Shipek, 1978).

Villages had hereditary chiefs who controlled religious, economic, and territorial activities. An advisory council of ritual specialists and shamans was consulted for environmental and other knowledge. Large villages along the coast or in inland valleys may have had more complex social and political structures than settlements controlling smaller territories (Bean and Shipek, 1978; Strong, 1929).

Most Luiseño villages included a ceremonial structure enclosed by circular fencing near the center of the village. Houses were semisubterranean and thatched with locally available brush, bark, or reeds. Earth covered semisubterranean sweathouses were also common and were used for purification and curing rituals (Bean and Shipek, 1978).

The Luiseño first met Europeans in 1769 when the expedition led by Gaspar de Portolá arrived in their territory. That same year, the San Diego Mission was established just to the south, followed by the San Juan Capistrano Mission in 1776 and the San Luis Rey Mission in 1798. Poor living conditions at the missions and introduced European diseases led to a rapid decline of the Luiseño population. Following the Mission Period (1769–1834), Luiseño Indians scattered throughout southern California. Some became serfs on the Mexican ranchos, others moved to newly founded pueblos established for them, some sought refuge among inland groups, and a few acquired land grants. Later, many moved to or were forced onto reservations (Bean and Shipek, 1978).

Although many of their cultural traditions had been suppressed during the Mission Period, the Luiseño succeeded at retaining their language and certain rituals and ceremonies. Starting in the 1970s, there was a revival of interest in the Luiseño language and classes were organized. Since then, traditional games, songs, and dances have been performed, traditional foods have been gathered and prepared, and traditional medicines and curing procedures have been practiced (Bean and Shipek, 1978).

Historic-era Overview

The first European to visit California was Spanish maritime explorer Juan Rodriguez Cabrillo in 1542. Cabrillo was sent north by the Viceroy of New Spain (Mexico) to look for the Northwest Passage. Cabrillo visited San Diego Bay, Catalina Island, San Pedro Bay, and the northern Channel Islands. The English adventurer Francis Drake visited the Miwok Native American group at Drake's Bay or Bodega Bay in 1579. Sebastian Vizcaíno explored the coast as far north as Monterey in 1602 and reported that Monterey was an excellent location for a port (Castillo, 1978). Vizcaíno also named San Diego Bay to commemorate Saint Didacus. The name began to appear on European maps of the New World by 1624 (Gudde 1998:332).

Colonization of California began with the Spanish Portolá land expedition. The expedition, led by Captain Gaspar de Portolá of the Spanish army and Father Junipero Serra, a Franciscan missionary, explored the California coast from San Diego to the Monterey Bay Area in 1769. As a result of this expedition, Spanish missions to convert the native population, presidios (forts), and Pueblos (towns) were established. The Franciscan missionary friars established 21 missions in Alta California (the area north of Baja California) beginning with Mission San Diego in 1769 and ending with the mission in Sonoma established in 1823. The purpose of the missions and presidios was to establish Spanish economic, military, political, and religious control over the Alta California territory (Castillo, 1978:100).

Mission San Diego was established to convert the Native Americans that lived in the area, known as the Kumeyaay or Diegueño. Mission San Gabriel Archangel was founded in 1771 east of what is now Los Angeles to convert the Tongva or Gabrielino. Mission San Fernando, also in Tongva/Gabrielino territory, was established in 1797. Mission San Juan Capistrano was established in 1776 on San Juan Creek (in what is now southern Orange County) to convert the Agjachemem or Juaneño. Mission San Luis Rey was established in 1798 on the San Luis Rey River (in what is now northern San Diego County) to convert the

Luiseño. Missions San Buenaventura and Santa Barbara were founded in Chumash territory in 1782 and 1786, respectively (Castillo, 1978:100).

Some missions established outposts in inland areas. An *asistencia* (mission outpost) of Mission San Luis Rey, known as San Antonio de Pala, was built in Luiseño territory along the upper San Luis Rey River near Mount Palomar in 1810 (Pourade, 1961). A chapel administered by Mission San Gabriel Archangel was established in the San Bernardino area in 1819 (Bean and Smith, 1978). The present *asistencia* within the western outskirts of present-day Redlands was built circa 1830 (Haenszel and Reynolds, 1975). The missions sustained themselves through cattle ranching and traded hides and tallow for supplies brought by ship. Large cattle ranches were established by Mission San Luis Rey at Temecula and San Jacinto (Gunther, 1984). The Spanish also constructed presidios, or forts, at San Diego and Santa Barbara, and a pueblo, or town, was established at Los Angeles. The Spanish period in California began in 1769 with the Portola expedition and ended in 1821 with Mexican independence (Robinson, 1948).

After Mexico became independent from Spain in 1821, what is now California became the Mexican province of *Alta California*. The Mexican government closed the missions in the 1830s and former mission lands were granted to retired soldiers and other Mexican citizens for use as cattle ranches. Much of the land along the coast and in the interior valleys became part of Mexican land grants or “ranchos” (Robinson, 1948). During the Mexican period there were small towns at San Diego (near the presidio), San Juan Capistrano (around the mission), and Los Angeles. The rancho owners lived in one of the towns or in an adobe house on the rancho. The Mexican Period includes the years 1821 to 1848.

The American period began when the Treaty of Guadalupe Hidalgo was signed between Mexico and the United States in 1848. As a result of the treaty, Alta California became part of the United States as the territory of California. Rapid population increase occasioned by the Gold Rush of 1849 allowed California to become a state in 1850. Most Mexican land grants were confirmed to the grantees by U.S. courts, but usually with more restricted boundaries which were surveyed by the U.S. Surveyor General’s office. Land that was not part of a land grant was owned by the U.S. government until it was acquired by individuals through purchase or homesteading. Floods and drought in the 1860s greatly reduced the cattle herds on the ranchos, making it difficult to pay the new American taxes on the thousands of acres they owned. Many Mexican-American cattle ranchers borrowed money at usurious rates from newly arrived Anglo- Americans. The resulting foreclosures and land sales transferred most of the land grants into the hands of Anglo-Americans (Cleland 1941:137–138).

The City of Perris is on a portion of the land known during the Spanish Period and Mexican Period as Rancho San Jacinto and Rancho San Jacinto Nuevo y Potrero. At some time prior to 1821, Rancho San Jacinto was established by Mission San Luis Rey for grazing mission livestock. In 1842, Governor *pro tempore* Manuel Jimeno granted a large portion of the mission’s holdings to José Antonio Estudillo, who was mayordomo of the mission. The name Rancho San Jacinto was retained for this property. Three years later, Estudillo’s son-in-law, Miguel de Pedrorena, petitioned for the western half of Rancho San Jacinto. In 1846, Governor Pio Pico approved the grant under the name Rancho San Jacinto Nuevo y Potrero. The patent for Rancho San Jacinto Nuevo y Potrero was issued in 1883 to Thomas Sutherland, guardian of Pedrorena’s widow and children (Gunther, 1984), excluded the land later occupied by Perris. Alternate sections of the public land outside the land grant boundaries were granted to the Southern Pacific Company

for construction of the Southern Pacific Railroad. Settlers bought land from the Southern Pacific Company or obtained public land through homestead grants (Ellis, 1912; Gunther, 1984).

In 1882 and 1883, the California Southern Railroad, a subsidiary of the Atchison, Topeka, & Santa Fe Railroad, was built from National City, south of San Diego, to San Bernardino. Along the way, it crossed the San Jacinto Plain, which is now known as Perris Valley. A small settlement called Pinacate was established in 1885 along the San Jacinto River as settlers came into the area to start homesteads. Disputes over land title soon led to many of Pinacate's residents relocating about two miles north, where a well was dug to start a new settlement. Lots were offered to the California Southern Railroad, along with a promise to build a new train station if the railway would agree to move their stop from Pinacate to the new settlement. Railroad officials agreed, and land for the town site was purchased from the Southern Pacific Company (Ellis, 1912; Gunther, 1984). The townsite was surveyed, mapped, and the plat submitted in 1886. The new community was named Perris, in honor of Frederick Thomas Perris, the chief engineer of the California Southern Railroad. The railway switch and siding were soon moved from Pinacate to Perris, and Perris was officially designated a station on the California Southern Railroad. Many buildings were moved from Pinacate to Perris. A two-story hotel was built and operated by Isabella Smith. Mrs. Smith was appointed the first postmaster of Perris on February 26, 1886. At that time, Perris was in San Diego County. When the northern portion of the county was split off to form Riverside County in 1893, Perris became one of the new county's original towns. The City of Perris was incorporated on May 16, 1911 (Ellis, 1912; Gunther, 1984).

By 1887, six passenger trains and two freight trains stopped at Perris daily, and numerous houses and businesses had been built during the real estate boom. Growth of the town slowed when heavy storms repeatedly washed out the railroad tracks in the Temecula Gorge in the early 1890s, causing the Atchison, Topeka, and Santa Fe Railroad to abandon service to San Diego by way of the California Southern Railroad line through Perris after 1892 (Ellis, 1912; City of Perris, 2018 as referenced in Appendix C).

After it became clear that Perris would need more than the railroad to support it, residents turned to agriculture for the development of the town. Because of limited groundwater, dry grain farming and wool from sheep were the main agricultural enterprises until water was brought to the valley from Bear Valley Reservoir (Big Bear Lake) by the Perris Irrigation District, organized in 1890 (Dumke, 1944:128).

Alfalfa, potatoes, citrus, olives, prunes, peaches, pears, grapes, and later, sugar beets became the mainstays of farming in the Perris Valley (Ellis 1912; Riverside Reflex, 1893). Soon, however, the Bear Valley Water Company became unable to supply the Perris Irrigation District with the water it had promised. Drought had lowered the water level of Bear Valley Reservoir and other communities, such as Redlands and San Bernardino, had prior claims to whatever water was available. By 1895, the supply was completely cut off and Perris Valley farmers began to replace their lost supply of imported water by digging wells. By 1905, wells and pumping plants were located throughout the valley, and agriculture began to recover (Ellis, 1912).

Like most southern California communities, Perris suffered economic setbacks during the Great Depression of the 1930s. But, as happened in many areas throughout the country, the local economy was re-energized by the activities at military facilities during World War II. In the Perris area, it was the wartime growth of

March Army Airfield that helped bring about a return to prosperity. The post-war expansion of the facility, renamed March Air Force Base in 1947, continued to benefit Perris (City of Perris, 2018).

An improved, more reliable water supply was brought to the valley by the Eastern Municipal Water District in the early 1950s. With the construction of Lake Perris in the late 1960s and early 1970s, Perris has become, in addition to an agricultural center, a popular recreational area. Water sports on Lake Perris, hot air ballooning, the Orange Empire Railway Museum, and skydiving are among the activities that continue to attract visitors to the community (City of Perris, 2018, as referenced in Appendix C).

Historical Topographical Maps and Aerials

A review of historical USGS topographical maps from 1954 to the present shows no development on the subject property; no roads, structures, or trails are indicated. The only development in the immediate vicinity is Val Verde School, outside the project site to the south. Historical aerials from 1958 to the present indicate that the property had been graded by 1958—presumably for agricultural use—but remained undeveloped. By 1985, the residential structure on the property's western edge was present. The property has remained substantially unchanged since 1985.

4.5.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of cultural resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Cultural 5-1	Retain professional archaeologist to monitor ground disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris. Measure also procedures to follow in the event of discovery of archaeological resources.	Project-required mitigation measure.
PVCCSP Cultural 5-2	Follow procedures and requirements set forth in California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 for discovery of human remains and notification of Native American Most Likely Descendent.	Project required mitigation measure.

4.5.4 Environmental Impact Analysis

a) Would the project cause a substantial adverse change in the significance of a historical resource as identified in Section 15064.5?

Finding: Less than Significant Impact

The Project site consists of partially-developed land with a 1,320 sq. ft. single-family home on the western part of the parcel, with storage units, traffic signage equipment, and construction materials occupying much of the property to the east. Vegetation was sparse and ground visibility was good, ranging from 95-100 % in areas not covered by structures or other modern constructions. The terrain was flat and consisted of alluvial sediments. The entire Project area has been graded, and no intact surficial landforms were identified.

Despite intensive survey efforts, no prehistoric or historic-era cultural resources were identified during the survey. The residential structure was assessed by Emily Rinaldi-Williams, a Stantec SOI-qualified Architectural Historian. This structure does not qualify as an historic resource under CEQA based on its 1979 date of construction (Riverside County Assessor's Office records date the structure to 1979 but historic aerials indicate the structure was present by 1978).

No historical resources eligible for the California Register of Historic Resources (CRHR) were identified within the Project area, nor within the 1-mile buffer zone. Because the proposed Project would not cause a substantial adverse change in the significance of a historical resource, there would be no impact to historical resources and no mitigation is required.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Finding: Less than Significant Impact with Mitigation Incorporated

The results of the EIC archaeological records search for the project site indicate that there are thirty-three (33) recorded cultural resources on or within 1.0 miles of the project area. No archaeological resources (prehistoric or historic) were identified during the intensive pedestrian subject property. However, SLF results for the property were positive, indicating the presence of unspecified tribal cultural resources within the project site and/or immediate vicinity. Although there is no evidence of subsurface archaeological deposits, the project site could contain buried deposits, such as prehistoric cultural materials, refuse deposits, or architectural features (e.g., foundations, walls, etc.) present within the project site or immediate vicinity prior to development. Although agricultural development in the late 19th and early 20th centuries likely disturbed upper soil layers and any possible surficial deposits, intact archaeological deposits could be preserved in deeper layers. The proposed project will involve ground disturbance, which could result in the inadvertent discovery and/or disturbance of an archaeological resource. Any previously unrecorded cultural resources encountered during construction would be potentially eligible for the CRHR and thus a potential historical resource under CEQA. In such a situation, the proposed project could cause a substantial adverse change in its significance, thereby impacting a historical resource. This impact is considered potentially

significant but would be reduced to a less than significant level by implementing mitigation measure Cul PVCCSP Cultural 5-1.

c) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Finding: Less than Significant Impact with Mitigation Incorporated

There is no evidence of cemeteries or burials in the historic records for the Project area. While no formal cemeteries, other places of human internment, or burial grounds sites are known to occur within the immediate vicinity, there is always a possibility that human remains could be encountered during construction. However, compliance with the regulatory requirements outlined in mitigation measure PVCCSP Cultural 5-2 would reduce potential impacts to a less than significant level.

4.5.5 Mitigation Measures

PVCCSP Cultural 5-1: Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground disturbing activities and shall be empowered to temporarily halt or divert ground disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced. In the event that archaeological resources are discovered at the project or within the off-site improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from

either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, [EIC] and the Luiseño tribe(s) involved with the project.

PVCCSP Cultural 5-2: In the event that human remains (or remains that may be human) are discovered at the Project site of within the off-site Project improvement areas during ground disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her

inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).

4.5.6 Conclusion

Implementation of PVCCSP Cultural 5-1 and Cultural 5-2 would reduce potential impacts of the Project associated with cultural resources to a less than significant level.

4.6 ENERGY RESOURCES

ENERGY RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☒	☐	☐

4.6.1 Regulatory Setting

Senate Bill (SB) 100 was signed into law September 2018 and increased the goal of the California Renewables Portfolio Standard Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. With the goal to achieve the 100 percent carbon-free electricity, the State also cannot increase carbon emissions elsewhere within the grid.

SB 1078, California Renewable Portfolio Standards originally required retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent by 2020 and 50 percent by 2030 (California Public Utilities Commission, 2023).

The City of Perris General Plan—Conservation Element: Sustainable Community Section has goals pertaining to energy for the proposed Project. These goals, policies, and measures are included below:

Goal I: Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A: Encourage land uses and new development that support alternatives to the single occupant vehicle.

Implementation Measure IX.A.1: Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, carpool parking, and bus stop shelters.

4.6.2 Environmental Setting

Southern California Edison (SCE) is the electricity provider for the Project site, providing power to 15 million customers in central, coastal and southern California. More than 28 percent of the electricity SCE provided customers in 2016 came from eligible renewable sources (as defined by the California Energy Commission [CEC]). In response to SB 100 and 1078, SCE expects to be to derive 50 percent of its power from eligible renewable sources by 2030 (SCE, 2023).

4.6.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP encompasses Standards and Guidelines pertinent to incentives for Leadership in Energy and Environmental Design certified projects. Moreover, the PVCCSP EIR has outlined mitigation measures that individual projects must follow throughout their planning, design, construction, and permitting phases. The proposed Project would enact the PVCCSP Air 4 and 19 to mitigate energy use.

4.6.4 Environmental Impact Analysis

a) Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?

Finding: Less than Significant with Mitigation Incorporated

The proposed Project would not result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation. Information from the CalEEMod version 2022.1 Daily and Annual Outputs (results in Appendix A) were utilized to generate estimates of the proposed Project's electricity, natural gas, and fuel consumption for construction and operational aspects of the proposed Project. Electricity used for the proposed Project during construction and operations would be provided by SCE, which serves more than 15 million customers. SCE derives electricity from varied energy resources including fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and wind farms. Natural gas would be provided to the proposed Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption would be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the patrons and employees of the proposed Project via commercial outlets.

Construction Impacts

The Project would include the use of fuels such as gasoline and diesel in conventional off-road construction equipment and on-road vehicles during the construction phase. Construction is estimated to consume 43,061 kWh per year, 532 pounds per megawatt-hour [lb/MWh] of CO_2 per year, 0.03 lb/MWh of CH_4 per year, and less than 0.005 lb/MWh of N_2O per year (Appendix A). Table 8 – Construction Off-Road Fuel Use estimates the off-road construction equipment fuel consumption estimates during the construction period of the Project. Table 9 – Construction On-Road Fuel Use estimates the fuel consumption of workers' commute and machine operators' delivery commute. The proposed Project's estimated fuel consumption during construction is provided in Appendix D.

Table 8. Construction Off-Road Fuel Use

Phase Name	Diesel Fuel Use
Site Excavation	317.30
Grading	607.65
Above Ground Construction	4,779.82

Phase Name	Diesel Fuel Use
Canopy Construction	4,757.90
Equipment Installation	4,097.19
Concrete	572.74
Utilities and Piping	124.59
Total (Diesel Gallons)	**15,257.19**

Source: Appendix D

Table 9. Construction On-Road Fuel Use

Trip Type	Gasoline Consumption	Diesel Consumption
Worker	170.80	0.37
Vendor	24.23	46.29
Hauling	70.31	134.34
Total (Gallons)	**265.35**	**181.00**

Source: Appendix D

The Applicant and construction contractor are committed to adhering to relevant CARB regulations concerning the retrofitting, repowering, or replacement of diesel off-road construction equipment. Moreover, CARB has implemented the Airborne Toxic Control Measure to curb heavy-duty diesel motor vehicle idling, aimed at reducing public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these regulations would promote a more efficient utilization of construction-related energy, consequently minimizing or eradicating wasteful or unnecessary energy consumption. By enforcing idling restrictions and employing newer engines and equipment, there would be a reduction in fuel combustion and overall energy usage.

Furthermore, in accordance with the California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) concerning Idling, construction vehicles are restricted to idle for no longer than five minutes. This measure is instrumental in minimizing or eradicating unnecessary and wasteful fuel consumption resulting from unproductive idling of construction equipment. Adherence to these idling limitations is ensured through routine site inspections conducted by City building officials, and/or in response to complaints from citizens. As part of mitigation measure PVCCSP Air 4, the proposed Project would be obligated to implement this restriction. Therefore, potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during construction of the proposed Project would be less than significant with mitigation incorporated.

Operational Impacts

The Project would additionally include the use of electricity during operation for facilities energy demands (energy consumed by the station operations and site maintenance activities) and the transportation energy demands (energy consumed by employee and customer vehicles accessing and using the Project site). Project operation with mitigation is estimated to consume 43,061 kWh per year, 532 lb/MWh of CO_2 per year, 0.03 lb/MWh of CH_4 per year, 0.004 lb/MWh of N_2O per year, and 183,276 kBTU/yr of natural gas

(Appendix A). Table 10 – Operational Vehicle Fuel Use estimates the amount of fuel consumption required for the delivery of hydrogen/H_2 to the Project site during the operation. Table 11 – Operational Equipment Fuel Use estimates the fuel consumption for the equipment used during operation. Calculations are found in Appendix D—Perris Energy Calculations.

Table 10. Operational Vehicle Fuel Use

	Gasoline Consumption	Diesel Consumption
Total (Gallons)	**196,340.22**	**18,784.66**

Source: Appendix D

Table 11. Operational Equipment Fuel Use

Operational Equipment	Diesel Fuel Use
Other General Industrial Equipment	1,958.19
Air Compressors	2,859.01
Other General Industrial Equipment*	0.00

Source: Appendix D

*This piece of equipment is electric and would not consume petroleum fuel

Although the proposed Project would not result in wasteful or inefficient uses of energy, the Applicant would comply with mitigation measure PVCCSP Air 20 to further reduce the energy demands of the proposed Project. Potential impacts associated with wasteful, inefficient, or unnecessary consumption of energy resources during operation of the proposed Project would be less than significant with mitigation incorporated.

b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Finding: Less than Significant with Mitigation Incorporated

In 2002, SB 1389 required the CEC to develop an integrated energy plan every two years for electricity, natural gas, and transportation fuels for the Integrated Energy Report. The CEC's 2021 Integrated Energy Policy Report and 2022 Integrated Energy Policy Report Update provide the results of the CEC's assessments on a variety of energy issues in California. As indicated above, energy use on the Project site during construction would be temporary and would be relatively small in comparison to the overall use in Riverside County. In addition, energy usage associated with operation of the proposed Project would be relatively small in comparison to the overall use in Riverside County and the State's available energy resources. Therefore, energy impacts at the regional level would be negligible.

Adherence to energy efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. The electricity necessary to operate the Project would be provided by SCE, which is subject to the State of California's Renewable Portfolio Standard related to the provision of renewable

energy resources. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed Project's total impact on regional energy supplies would be minor, the potential impacts to energy efficiency and renewable energy plans would be less than significant with PVCCSP Air 19 incorporated.

4.6.5 Mitigation Measures

Implementation of PVCCSP Air 4 and 19 would reduce potential impacts of the Project associated with energy to a less than significant level.

4.6.6 Conclusion

Implementation of PVCCSP Air 4 and 19 would reduce potential impacts of the Project associated with energy to a less than significant level.

Page Intentionally Blank

4.7 GEOLOGY AND SOILS

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on strata or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

4.7.1 Regulatory Setting

California and the City of Perris have enacted multiple laws and regulations that provide for the protection of paleontological and geological resources.

The California Public Resources Code (PRC) (Chapter 1.7, Sections 5097) includes additional state-level requirements for the assessment and management of paleontological resources. These statutes require reasonable mitigation of adverse impacts to paleontological resources resulting from development on state lands, define the removal of paleontological sites or features from state lands as a misdemeanor, and prohibit the removal of any paleontological site or feature from state land without permission of the applicable jurisdictional agency.

The City of Perris General Plan (2005) developed paleontological sensitivity mapping that divides the City into five regions for the purpose of developing paleontological mitigation recommendations. The Conservation Element of the City of Perris (2005) General Plan includes a Goal for the protection of historical, archaeological and paleontological sites (Goal IV). This goal is supported by Policy IV.A, which requires compliance with state and federal regulations to ensure preservation of significant historical, archaeological, and paleontological resources.

4.7.2 Environmental Setting

Stantec prepared a Desktop Geotechnical Study (found in Appendix E) and a Paleontological Resources Assessment for the Chevron Perris Hydrogen Fueling Station Project, Riverside County, California for the Project (Appendix F). The Project site is located in Area 1 (High Paleontological Sensitivity) on map CN-7 within the General Plan (City of Perris, 2005). The Project site is located on the Perris block within the northern Peninsular Ranges geomorphic province in Riverside County, California. The geomorphic province is characterized by northwest-trending mountain ranges and valleys which are subparallel to the regional fault systems. San Jacinto strike-slip system is part of the major active fault system approximately 9.5 miles to the east of the Project site, at the base of the San Jacinto mountains. Another northwest-trending strike-slip fault system, Elsinore fault system, is located approximately 16 miles southwest of the Project site. The fault system is located at the base of the Santa Anna Mountains. Mountain ranges in the area are comprised of Paleozoic metamorphic complexes, Cretaceous granitic rock, and overlying alluvial material (CGS, 2002). The Project site is located within a relatively flat valley floor that is surrounded by hills and mountains (Material Culture Consulting, Inc., 2021). The Project site is located approximately 1,480 feet above sea level.

The nearest known geological fault, the Casa Loma fault, is located approximately 8.4 miles northeast of the Project site. The Project site is not located within a liquefaction or landslide zone.

The Project site and the existing fueling station contain two soil types according to the United States Department of Agriculture (USDA) Web Soil Survey Map: GYa - Greenfield sandy loam, zero to two percent slopes and RaA - Ramona sandy loam, zero to two percent slopes, MLRA 19. The parent material of these soils is Quaternary alluvium derived from granite and these are not hydric soils (USDA, 2023).

The San Jacinto Basin underlies Perris, Moreno, San Jacinto and Menifee Valleys. The California Department of Water Resources periodically monitors groundwater levels in water wells surrounding the Project site (DWR, 2023). There are three periodically monitored municipality irrigation wells, two actively monitored state registered observation wells, and one actively monitored USGS well. Casing depth of the state registered observation wells are deeper than 225 feet which may not be representative of the shallower groundwater conditions, while the casing depths for irrigation and USGS wells are unknown. The groundwater level at an irrigation well (Site Code Name 338464N1172319W001) located approximately 0.55 miles east of the Project site is reported as 55.9 feet below ground surface (ft bgs) on November 30, 2020. The groundwater level at an irrigation well (Site Code Name 338553N1172491W001) located approximately 0.7 miles north of the Project site is reported as 61.8 ft bgs on March 13, 2023. The groundwater level at an irrigation well (Site Code Name 338570N1172480W001) located approximately 0.77 miles east of the Project site is reported as 72.4 ft bgs on April 19, 2019. The groundwater level at an

observation well (State Well Number 04S03W06Q004S) located approximately 0.55 miles east of the Project site is reported as 41.0 ft bgs on April 11, 2023. The groundwater level at an observation well (State Well Number 04S03W06C003S) located approximately 0.76 miles north-east of the Project site is reported as 110.2 ft bgs on April 11, 2023. The overall trend of this observation well seems to fluctuate by over 100 feet in the four readings provided which shows reduced confidence in this data point. The groundwater level at an observation well (USGS Site Code Name 335133117140501) located approximately one mile north-east of the Project site is reported as 30.6 ft bgs on September 19, 2023. There is an overall increasing groundwater elevations trend over time in the analyzed monitoring and irrigation wells for this part San Jacinto Water Basin. Based on this data, the expected depth to groundwater at the Project site is approximately 30 to 72.4 ft bgs.

4.7.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to the analysis of geological resources. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Project Compliance
PVCCSP Geo 1	Submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/Engineering Administration Division for its review and approval.	Project specific mitigation measure. Desktop Geotechnical Study provided in Appendix E.
PVCCSP Cultural 5	Monitor for paleontological resources if subsurface excavation exceeds five feet or if results of Phase 1 survey require monitoring.	Project specific mitigation measure.

4.7.4 Environmental Impact Analysis

a) Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii. Strong seismic ground shaking?

iii. Seismic-related ground failure, including liquefaction?

iv. Landslides?

Finding: Less than Significant Impact

The Project site is not located within an Alquist-Priolo Fault Zone (CDC, 2021). The Project site is located approximately eight miles southwest of the San Jacinto fault zone. A fault rupture could cause ground shaking at the Project site. Information published by the USGS indicates the peak ground acceleration (PGA) with a 2-percent probability of being exceeded at the Project site in 50 years is 0.4 to 0.6 g, where g is the acceleration due to gravity determined in accordance with the U.S. Seismic Hazard Maps web site (USGS, 2023). The intensity of shaking would be classified as moderate to strong on the Mercalli scale (Wald et. al., 1999; Linkimer, 2009).

Liquefaction occurs when groundwater is forced out of the pores of soil as it subsides. This excess water momentarily liquefies the soil, causing an almost complete loss of strength. If this layer is at the surface, its effect is much like that of quicksand for any structure located on it. If the liquefied layer is in the subsurface, the material above it may slide laterally depending on the confinement of the unstable mass. According to the California Earthquake Hazards Zone Application ("EQ Zapp"), the Project site is not within a liquefaction area or landslide zone (CDC, 2021).

The greatest risk during strong seismic ground shaking is structural collapse, leading to falling objects, such as roofing rafters or retaining walls. The proposed Project would not involve the construction of new building with occupancy or retaining walls. The fueling facilities would largely be at ground level to several feet above ground level and not present a toppling risk during shaking. The Project would be constructed in accordance with building code specifications required by the City of Perris. Compliance with these requirements would reduce potential adverse impacts from an earthquake and liquefaction to less than significant. The Project site is not subject to landslide hazards and the Project site is relatively flat. Therefore, Project impacts from seismic-related ground failure, including liquefaction or landslides would be less than significant and no mitigation is warranted.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Finding: Less than Significant Impact

The proposed Project would involve excavation, grading, and construction activities that would disturb soil and leave exposed soil on the ground surface. As such, the proposed Project would be required to comply with the City's grading standards and erosion control measures, included in Chapter 14.22 (Stormwater/Urban Runoff Management and Discharge Control) of the City's Municipal Code. Additionally, the Construction General Permit (CGP; Order No. R8-2002-0011) issued by the State Water Resources Control Board (SWRCB), regulates construction activities to minimize water pollution, including sediment. The proposed Project would be subject to the National Pollution Discharge Elimination System (NPDES) permitting regulations, including implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated BMPs during grading and construction, which would be required during construction permitting of the Project.

Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from Project-related grading and construction activities. After completion, the Project site would be developed with a fueling station, new paved parking lot, and landscape improvements, and would not contain exposed soil. Thus, the potential for soil erosion or the loss of topsoil would be expected to be extremely low. Construction of the proposed Project would have a less than significant impact related to potential soil erosion.

Furthermore, the proposed Project is consistent with the impacts identified in the PVCCSP EIR and the level of impact (less than significant impact) remains unchanged from that cited in the PVCCSP EIR.

Operation of the Project includes establishing and maintaining native habitat that would reduce the potential for soil erosion compared to existing site conditions that consists of bare and exposed soil surfaces. These design features would reduce the potential for substantial soil erosion or the loss of topsoil impacts to less than significant during Project operation and no mitigation is warranted.

d) Would the project be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Finding: Less than Significant Impact

Please refer to the response to question 3.7.2(a).

e) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Finding: Less than Significant Impact with Mitigation Incorporated

Expansive soils are typically associated with fine-grained clayey soils that have the potential to shrink and swell with repeated changes in the moisture content. The PVCC has eighteen soil types. The PVCC is underlain predominately by younger alluvium consisting primarily of silty sand and well grained sand with some sandy silt and poorly graded sand. Soils on the Project site consist primarily of Greenfield sandy

loam. Loam soils are generally not considered expansive soils. While expansive soils could be present at the Project site, the Project does not include the construction and operation of habitable structures. Additionally, adherence to the City of Perris Building and Grading Codes are expected to be sufficient to reduce impacts from expansive soil-related hazards to less than significant and no mitigation is warranted.

The Project Desktop Geotechnical Study (Appendix E) identified the potential for expansive and corrosive soils within the Project site. Implementation of mitigation measure PVCCSP Geo 1 requires a design level geotechnical investigation which would establish the depth of organic soils on site and recommend minimum foundation depths to mitigate against the potential effects of frost. Impacts associate with expansive soils would be less than significant with implementation of PVCCSP Geo 1.

f) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Finding: No Impact

The Project does not include the use of septic tanks or alternative wastewater disposal systems. No impact would occur and no mitigation is warranted.

g) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Finding: Less than Significant Impact with Mitigation Incorporated

The Project would involve construction within a fully developed and previously disturbed site. Construction of the residential building and of the existing fueling station required excavation and disturbed native soils, reducing the potential for subsurface paleontological resources to remain intact on-site. However, the excavation for the diesel fuel UST would extend 12-15 feet below ground surface. According to the City of Perris General Plan, Conservation Element, the Project site is located in Paleontological Sensitivity Section #1 – High Sensitivity: Pleistocene older valley deposits. According to Goal IV.A.4, in Area 1 and Area 2 shown on the Paleontological Sensitivity Map, palaeontologic monitoring of all projects requiring subsurface excavations would be required (City of Perris, 2006b). This impact would be less than significant with mitigation. In order to reduce to less-than-significant potential impacts to paleontological resources, the Project would be required to implement mitigation measures PVCCSP Cultural 5 and Project Geo 1.

4.7.5 Mitigation Measures

PVCCSP Cultural 5: Prior to grading for projects requiring subsurface excavation that exceeds five (5) feet in depth, proponents of the subject implementing development projects shall retain a professional paleontologist to verify implementation of the mitigation measures identified in the approved Phase I Cultural Resources Study and to monitor the subsurface excavation that exceed five (5) feet in depth. Selection of the paleontologist shall be subject to the approval of the City of Perris Planning Manager and no grading activities shall occur at the site until the paleontologist has been approved by the City.

Monitoring should be restricted to undisturbed subsurface areas of older alluvium, which might be present below the surface. The paleontologist shall be prepared to quickly salvage fossils as they are unearthed to avoid construction delays. The paleontologist shall also remove samples of sediments which are likely to contain the remains of small fossil invertebrates and vertebrates. The paleontologist shall have the power to temporarily halt or divert grading equipment to allow for removal of abundant or large specimens.

Collected samples of sediments shall be washed to recover small invertebrate and vertebrate fossils. Recovered specimens shall be prepared so that they can be identified and permanently preserved. Specimens shall be identified and curated and placed into an accredited repository (such as the Western Science Center or the Riverside Metropolitan Museum) with permanent curation and retrievable storage.

A report of findings, including an itemized inventory of recovered specimens, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered specimens. The report and inventory, when submitted to the City of Perris Planning Division, will signify completion of the program to mitigate impacts to paleontological resources.

PVCCSP Geo 1: Concurrent with the City of Perris's review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public Works/ Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., overexcavated, backfilled, compaction) being used to implement the project's design.

Project Geo 1: The Project Paleontologist shall develop and oversee the implementation of a Paleontological Monitoring and Mitigation Plan tailored to the Project plans that provides for:

- Worker's Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance.

- Full-time paleontological monitoring of earthwork and ground disturbing activities into previously undisturbed sediments across the Project area undisturbed geologic units with high paleontological potential to be conducted by a paleontological monitor meeting industry standards (Murphey et al., 2019). The Project Paleontologist may alter the frequency of monitoring or spot checks after construction begins, based on subsurface conditions.

- Final reporting of the results of the Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) report

In the event that paleontological resources are encountered during construction activities, all work must stop in the immediate vicinity of the finds while the paleontological monitor documents the find. The Project Paleontologist shall assess the find. Should the Project Paleontologist assess the find as significant, the find shall be collected and curated in an accredited repository along with all necessary associated data and curation fees.

4.7.6 Conclusion

Implementation of mitigation measures PVCCSP Geo 1 and Cultural 5 and Project mitigation measure Geo 1 would reduce potential impacts of the Project associated with geology and soils to a less than significant level.

4.8 GREENHOUSE GASES GHG

GREENHOUSE GAS EMISSIONS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

4.8.1 Regulatory Setting

The United States, the State of California, and the City of Perris have enacted regulations to reduce harmful greenhouse gas (GHG) emissions in transportation, building, and manufacturing. The Project site is within the SCAB, which is under the jurisdiction of the SCAQMD. Since 2008, the SCAQMD Governing Board has an interim greenhouse gas significance threshold of 10,000 $MTCO_2e$ for stationary sources, rules, and plans where the SCAQMD is lead agency (SCAQMD, 2008b). SCAQMD does not currently have recommendations for specific GHG significance thresholds for residential/commercial sectors (SCAQMD, 2008b). Instead, development projects in the residential/commercial sectors implement a "fair share" approach to reducing emission increases from each sector. The performance standards primarily focus on energy efficiency measures beyond Title 24 and a screening level of 3,000 MTCO2eq/yr based on the relative GHG emissions contribution between residential/commercial sectors and stationary source (industrial) sectors.

The City of Perris City Council also adopted a Climate Action Plan (CAP), Resolution Number 4966, on February 23, 2016. The CAP was developed to address global climate change through the reduction of harmful GHG emissions at the community level, and as part of California's mandated statewide GHG emissions reduction goals under AB 32. Local transportation and land use measures to reduce GHG emissions relate to encouraging electric vehicle and bicycle use, telecommuting, and walkable communities.

4.8.2 Environmental Setting

Global warming is the observed increase in the average temperature of the Earth's surface. The effects of increased greenhouse gas concentrations in the atmosphere may contribute to global warming. The major GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6).

GHGs in the atmosphere absorb solar radiation reflected by the earth, which leads to warming of the atmosphere. GHGs also radiate energy both upwards toward space and downward to the surface of the earth. The downward direction of GHGs radiation is commonly called the "greenhouse effect."

Most GHGs can be produced through biogenic (natural) and anthropogenic (human-caused) processes. Biogenic sources include the combustion of biological material in forest fires, fermentation, decomposition or processing of biologically based materials. Some of the main sources of GHG due to human activity are the burning of fossil fuels, agricultural activities, and the use of chlorofluorocarbons (CFCs) in refrigeration and fire suppression systems.

Global Warming Potential (GWP) is a measure of how much a GHG contributes to global warming relative to the heat contributed by a similar mass of CO_2. CH_4 and N_2O have GWP of 21 and 310 times that of CO_2, respectively. For this analysis, GHGs other than CO2 were scaled to a single factor to determine the equivalent amount of CO_2 (CO2e) for each gas. For CO_2, the scaling factor is 1.0. The scaling factors for CH_4 and N_2O are 21 and 310, respectively.

Stantec performed an Air Quality Inventory, referred to as the Chevron Perris Fuel Station Detailed Report, and Health Risk Assessment for the proposed Project in February 2024 (Appendix A). The Chevron Perris Fuel Station Detailed Report focused on emissions of CO_2, CH_4, and N_2O because these gasses are the primary contributors to global climate change from development projects.

4.8.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include any Standards and Guidelines pertinent to the evaluation of greenhouse gas emissions. There were also no mitigation measures in the PVCCSP EIR for GHG impacts. Instead, the PVCCSP EIR utilized PVCCSP Air 2 through 11, Air 13, and Air 19 to reduce GHG emissions.

4.8.4 Environmental Impact Analysis

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

Finding: Less than Significant Impact with Mitigation Incorporated

Construction Impacts

The proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment. GHG emissions have been calculated with the CalEEMod model based on construction and operational parameters (Appendix A). Construction activities associated with the Project would require the operation of on-road vehicles and conventional off-road construction equipment that would emit GHGs in the form of CO_2, CH_4, and N_2O from engine exhaust. A summary of the results is shown below in Table 12 – Project Related Greenhouse Gas Emissions (Annual and Mitigated).

Table 12. Project Related Greenhouse Gas Emissions (Annual and Mitigated)

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	**NonBio-CO2**	**CO2**	**CH4**	**N2O**	**CO2e**
Area Sources	0.00	0.09	0.09	<0.005	<0.005	0.09
Energy Usage	0.00	51.9	51.9	<0.005	<0.005	52.1
Mobile Sources	0.00	1,882	1,882	0.11	0.10	1,919
Waste	0.34	0.00	0.34	0.03	0.00	1.18
Water	0.03	0.22	0.25	<0.005	<0.005	0.35
Off-road	0.00	79.4	79.4	<0.005	<0.005	79.7
Construction	0.00	149	149	0.01	<0.005	150
Total Emissions	**0.37**	**2,162.61**	**2,162.98**	**0.12**	**0.125**	**2,202.42**
SCAQMD Screening Level for Residential/Commercial Land Uses						**3,000**
Exceeds Screening Level?						**No**

Source: Appendix A

According to the SCAQMD draft threshold of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations would exceed 10,000 MTCO2e per year. Consistent with the findings of the PVCCSP EIR, PVCCSP mitigation measures Air 2 through 11, Air 13, Air 19, and Project Air 1 would reduce GHG emissions related to buildout of the PVCCSP and are applicable to the proposed Project. Therefore, potential impacts associated the generation of GHG emissions would be less than significant and mitigation is not warranted.

Operational Impacts

Operation phase emissions of GHGs would be primarily limited to exhaust from on-road vehicles associated with visitor use and maintenance personnel as well as indirect emissions from utility use.

SCAQMD has proposed a screening level threshold of 3,000 metric tons/year CO_2e for residential/commercial land use types based on the relative GHG emissions contribution between residential/commercial sectors and stationary source (industrial) sectors (which as a threshold of 10,000 metric tons/year CO_2e). Projects that do not exceed the threshold would have a nominal, and therefore, less than significant impact on GHG emissions. SCAQMD's guidelines for analyzing an industrial project's GHG impacts is designed to estimate Project emissions over a 30-year period, add them to annual operation phase emissions and compare the emissions to the 10,000 metric tons/year CO_2e threshold of significance level to determine significance (SCAQMD, 2008b).

GHG emissions for the Project were estimated using the CalEEMod. Detailed GHG emissions estimates for the Project are included in Appendix A. Table 13 – Total Estimated Project GHG Emissions (Mitigated) presents a summary of the estimated total GHG emissions that would result from Project implementation.

Table 13. Total Estimated Project GHG Emissions (Mitigated)

Project Phase	Total Metric Tons CO_2e
Construction Emissions (total)	150
Construction Emissions (amortized over 30 years)	5
Operation Emissions (annually)	2,052
Total Project Emissions	2,057
Interim SCAQMD Threshold	10,000
Project Emissions Exceed SCAQMD Threshold?	No

Source: Appendix A

As shown above in Table 13, the Project would result in a total estimated 2,057 metric tons of CO_2e per year when construction emissions are amortized over 30 years and added to operation phase emissions in accordance with SCAQMD guidance. The 2,057 metric tons of CO_2e emissions is below the 10,000 metric tons CO_2e significance threshold, and therefore, the Project would not generate greenhouse gas emissions, either directly or indirectly, that would have a substantial adverse effect on the environment, impacts would be less than significant, and no mitigation is warranted.

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

Finding: Less than Significant Impact

The principal state plans and policies are AB 32, the California Global Warming Solutions Act of 2006, and the subsequent legislation, SB 32. The quantitative goal of AB 32, enforced by SCAQMD and the City of Perris, is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to the SB 32 goal, the 2017 Scoping Plan was created to outline goals and measures for the state to achieve the reductions. The 2017 Scoping Plan's strategies that are applicable to the proposed Project include reducing fossil fuel use, energy demand, and vehicle miles traveled (VMT); maximizing recycling and diversion from landfills; and increasing water conservation. The Project would be consistent with these goals through Project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installing hydrogen fueling infrastructure, which supports the use of alternative fuel vehicles (CEC, 2022). Furthermore, the Project would be required to comply with the City's recycling requirements for commercial land uses set forth in Assembly Bill 341, which would maximize the Project's recycling and solid waste diversion (City of Perris 2023i).

The proposed Project would also be in compliance with the state and local Reduction Measures R1-E3, R-E4, R2-E2, from the City's Climate Action Plan. Considering the above, as well as fact that the Project's GHG emissions would be below SCAQMD's screening level and within the Tier 3 and Tier 4 Thresholds, the Project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases, impacts would be less than significant and no mitigation is warranted.

4.8.5 Mitigation Measures

No mitigation measures specific to Greenhouse Gas Emission reduction are required. PVCCSP EIR mitigation measures that would be implemented as part of the proposed Project were addressed in Section 4.3 – Air Quality, which also serve to reduce greenhouse gas emissions. These measures include PVCSSP Air 2 through 11, Air 13, Air 19, and Project Air 1. Implementation of these measures would further reduce Project GHG emissions.

4.8.6 Conclusion

Implementation of PVCCSP Air 2 through 11, Air 13, Air 19, and Project Air 1 would reduce potential impacts of the Project associated with greenhouse gases to a less than significant level.

Page Intentionally Blank

4.9 HAZARDS AND HAZARDOUS MATERIALS

HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within 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 result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

4.9.1 Regulatory Setting

The storage, use, generation, transport, and disposal of hazardous materials and waste are regulated under federal and state laws. Federal regulations and policies related to development include the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and the Resource Conservation and Recovery Act (RCRA). In California, the USEPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Comprehensive Environmental Response, Compensation, and Liability Act

CERCLA, commonly known as Superfund, was enacted by Congress in 1980 and is administered by the USEPA. This law created a tax on the chemical and petroleum industries and provided broad federal

authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste at these sites, and established a trust fund to provide for cleanup when no responsible party could be identified.

Resource Conservation and Recovery Act

RCRA is a federal law passed by Congress in 1976 to address the increasing problems from the nation's growing volume of municipal and industrial waste. RCRA creates the framework for the proper management of hazardous and non-hazardous solid waste and is administered by the USEPA. RCRA protects communities and resource conservation by enabling the USEPA to develop regulations, guidance, and policies that ensure the safe management and cleanup of solid and hazardous waste, and programs that encourage source reduction and beneficial reuse. The term RCRA is often used interchangeably to refer to the law, regulations, and USEPA policy and guidance.

Cortese List

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. Government Code § 65962.5 was originally enacted in 1985, and per subsection (g), the effective date of the changes called for under the amendments to this section was January 1, 1992. While Government Code Section 65962.5 refers to the preparation of a "list," many changes have occurred related to web-based information access since 1992 and this information is now available on the websites of the responsible organizations. Two of which are the California Department of Toxic Substances Control (DTSC) and the SWRCB, which are responsible for updating the EnviroStor and GeoTracker databases, respectively. Information in these databases is considered part of the Cortese List. Refer to the description of these organizations in the state regulation section below for more information. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements.

California Department of Toxic Substances Control

The California Department of Toxic Substances Control (DTSC) is a state agency that protects State citizens and the environment from exposure to hazardous wastes by enforcing hazardous waste laws and regulations. DTSC enforces action against violators; oversees cleanup of hazardous wastes on contaminated properties; makes decisions on permit applications from companies that want to store, treat or dispose of hazardous waste; and protects consumers against toxic ingredients in everyday products. DTSC is responsible for publishing and revising hazardous substance release sites selected for, and subject to, a response action for inclusion in the EnviroStor database, which is considered part of the Cortese List described above.

State Water Resources Control Board

The SWRCB is responsible for compiling and updating all USTs for which an unauthorized release report is filed. These are referred to as Leaking Underground Storage Tanks (LUST). The Health and Safety Code Division 20, Chapters 6.7 and 6.75, gives local agencies the authority to oversee investigation and cleanup

of LUST sites. The SWRCB is one of nine regional boards of the SWRCB and is the lead agency responsible for identifying, monitoring and remediating LUST's in the Santa Ana region and for updating the GeoTracker database, which is considered part of the Cortese List described above.

California Department of Industrial Relations, Division of Occupational Safety and Health

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during Project construction. The California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. Facilities that are required to participate in the CalARP program use or store more than a threshold quantify of toxic and flammable substances (hazardous materials) must develop a Risk Management Plan (RMP). An RMP is a detailed engineering analysis of the potential accident factors present at a business and the mitigation measures that can be implemented to reduce the potential of accidents occurring.

Asbestos-Containing Materials and Lead-Based Paint

Friable asbestos is any asbestos containing material (ACM) that, when dry, can easily be crumbled or pulverized to a powder by hand, allowing the asbestos particles to become airborne. Common examples of products that have been found to contain friable asbestos include acoustical ceilings, plaster, wallboard, and thermal insulation for water heaters and pipes. Common examples of nonfriable ACMs are asphalt roofing shingles, vinyl floor tiles, and transite siding made with cement. The USEPA phased out use of friable asbestos products between 1973 and 1978. National Emission Standards for Hazardous Air Pollutants (NESHAP) guidelines require that potentially friable ACMs be removed prior to building demolition or remodeling that may disturb the ACMs. The U.S. Consumer Product Safety Commission banned the use of lead-based paint in 1978. Removal of older structures with lead-based paint is subject to requirements outlined by Cal/OSHA Lead in Construction Standard, Title 8, California Code of Regulations 1532.1 during demolition activities. Requirements include employee training, employee air monitoring, and dust control. If lead-based paint is peeling, flaking, or blistered, it is required to be removed prior to demolition.

SCAQMD Rules

The SCAQMD regulates the demolition and renovation of buildings and structures that may contain asbestos, and the manufacture of materials known to contain asbestos. SCAQMD Rule 1403 governs work practice requirements for asbestos in all renovation and demolition activities. The rule includes requirements for asbestos surveying, notifications, ACM removal procedures and time schedules, ACM

handling and clean-up procedures, and the storage, disposal, and landfilling requirements for resulting waste materials. All operators are also required to maintain records, including waste shipment records, and must use appropriate warning labels, signs, and markings.

The National Fire Protection Association (NFPA)

The National Fire Protection Association (NFPA) has a list of codes and standards for fire, electrical, and life safety guidelines and requirements. Included are NFPA1 Fire Code, NFPA 2 Hydrogen Technologies Code, NFPA 30A Motor Fuel-Dispensing Facilities and Repair Garages, and NFPA 55 Compressed Gases and Cryogenic Fluids Code.

International Fuel Gas Code

The International Fuel Gas Code, published by the International Code Council in partnership with the American Gas Association, is a code that establishes minimum requirements for fuel as systems as well as gas-fired appliances. Chapter 7 Gaseous Hydrogen Systems is about hydrogen as a fuel or feedstock for appliances, processes and fuel cells. Installation of gaseous hydrogen systems must comply with Chapter 7 as well as Chapter 53 and 58. Compresses gases must also comply with Chapter 50.

OSHA Regulations 29 CFR 1920 Subpart H

The code of Federal Regulations provides standards for gaseous hydrogen systems. It gives standards for design, containers, safety relief devices, piping, tubing, and fittings, equipment assembly, marking, testing, operating instructions, and maintenance. It also provides standards based off size of the hydrogen system, nature of location, and type of outdoor exposure.

OT Regulations including 40 CFR Part 68 Risk Management Plan (as applicable)

The USEPA has a risk management program. Appendix A: 40 CFR 68 provides a list of Regulated Flammable Substances and Threshold Quantities for Accidental Release Prevention. For Hydrogen the threshold is 10,000 lbs.

4.9.2 Environmental Setting

The Riverside County Community Health Agency's Department of Environmental Health oversees the oversight of businesses and institutions managing hazardous materials or producing hazardous wastes within the City of Perris. This responsibility falls under the State-mandated Certified Unified Program, managed by the California Environmental Protection Agency. As part of this program, Riverside County's Department of Environmental Health coordinates regulatory and enforcement efforts pertaining to hazardous materials and wastes in Perris (City of Perris, 2005).

The Project site is currently developed and would be combine with an existing fueling station. Due to the existing uses, gasoline fuel is the primary hazardous material currently stored and used on the Project site. Gasoline is delivered to the Project site by vehicle and stored in USTs connected to fuel dispensers. The fueling station includes mandatory safety measures, such as emergency shut-off switches for the fuel dispensers. In addition to gasoline, hazardous substances may be used in the auto service station, such

as motor oils. Additionally, minor quantities of cleaning fluids and products are stored and used in the convenience store.

4063 N Webster Ave Perris, CA is not listed on the Department of Toxic Substances Control EnviroStor map as a Cleanup Site.

4.9.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to hazardous waste. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting which are assumed to be implemented in the analysis presented in this section.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Hazard 3	Outdoor lighting installed shall be hooded or shielded.	Incorporated into Project design.
PVCCSP Hazard 4	Provide a notice to potential purchasers and tenants regarding the site being within an airport zone.	Incorporated into Project design.
PVCCSP Hazard 5	Prohibit specific uses that would interfere with airport operations.	Incorporated into Project design.
PVCCSP Hazard 6	Demonstrate to City that vertical structures or construction equipment will not encroach into the 100-to-1 imaginary surface surrounding the March Air Reserve Base/Inland Port Airport (MARB/IPA).	Incorporated into Project design.

4.9.4 Environmental Impact Analysis

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Finding: Less than Significant Impact

Some materials associated with construction are considered hazardous because they are flammable and/or may contain toxic compounds, such as volatile organic compounds and heavy metals. Project construction would use gasoline, diesel fuel, hydraulic oils, and similar materials that may include hazardous characteristics. All hazardous materials and wastes associated with the proposed Project construction would be handled, transported, and disposed of in compliance with all applicable federal, state, and local laws, regulations, and guidelines. Safety Data Sheets would be made available at the construction-site for all workers as required by OSHA.

No acutely hazardous materials would be stored or used on location or at staging yards during construction. Acutely hazardous wastes are wastes that would cause death, disabling personal injury, or serious illness if exposed. These wastes are more hazardous than ordinary hazardous wastes. Minor spills or releases of ordinarily (as opposed to acutely) hazardous materials could occur due to improper handling and/or storage practices of hazardous materials during construction activities.

The proposed Project would disturb more than one-acre of land, therefore a stormwater pollution prevention plan (SWPPP) would be prepared and implemented for Project construction, as required by the Construction General Permit Order (SWRCB Order No. 2022-0057-DWQ). The SWPPP shall contain Best Management Practices (BMPs) to address material handling and hazardous material management, as required by the Construction General Permit. BMPs identified in the proposed Project SWPPP would be implemented during Project construction to minimize the risk of an accidental release of hazardous materials and to provide the necessary information for emergency response.

The activities and processes performed during the construction of the proposed Project have the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, including but not limited to fuel/hazardous material spills during construction activities. However, compliance with applicable regulations, including the CCR Title 22, 23, 26, & 27, 29 CFR 1910.119 and California Fire Codes, impacts would be reduced to a less than significant level for the proposed Project to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Operation of the Project would involve routine transport (via SoCalGas network), storage, and dispensing of CNG fuels. The Project would follow the rules and regulations of applicable local, state, and federal requirements regarding CNG stations. Additionally, staff would perform routine daily maintenance in the form of visual inspections, as well as maintenance at 400-, 2,000-, and 4,000-hour intervals to ensure that the equipment functions properly and efficiently. If any issues arise, a technician would be dialed in or dispatched to the proposed CNG fueling station. Dispensers have impact sensors for possible vehicle collision that cut the gas supply. Dispensers also have breakaway hoses to reduce dispenser damage if the nozzle is left in the vehicle. Each station has a gas inlet valve just downstream of the meter set assembly that is activated by the station Emergency Shutoff Device. Further, the compressors would include temperature sensors to trigger a shutdown in the event that measurements are out of range.

The Project site would regularly receive deliveries of diesel fuel. Delivery would comply with all applicable federal, state, and local laws and regulations designed to protect the public from both health risks and environmental hazards. Fueling dispensers would have shutoff valves.

The proposed hydrogen fueling system design is required to conform with the National Fire Protection Association (NFPA) 2 – Hydrogen Technologies Code. Conformance with the NFPA 2 reduces the severity of hydrogen fires, especially to offsite property or people. The design, installation and testing of the hydrogen fueling station in accordance with NFPA 2, applicable safety regulations, and professional engineering standards of care means that the risk of fire or explosion from hydrogen equipment would be low. The proposed Project would include safety precautions to prevent such accidents from occurring in the first place and to minimize the consequence of such an accident. Accident prevention measures included in Project plans consist of the installation of guard posts to protect appurtenant facilities from being struck by vehicles and provision of adequate ventilation systems and pressure release valves. The hydrogen fueling facilities would also include hydrogen-specific flame detectors and gas detectors, and emergency shutoff switches, designed to stop the flow or release of hydrogen gas if ignited.

The proposed Project is not expected to create a significant hazard to the public or the environment through the transport, storage, use, or disposal of hazardous materials. The proposed expansion area of the Project

Site has been utilized for residential uses; therefore, there is a low potential for contaminated soils to be present. Should contaminated soils be discovered during construction, work will stop, and the Applicant will consult with the Riverside County Environmental Health Department. Therefore, impacts would be less than significant and no mitigation is warranted.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Finding: Less than Significant Impact

Project construction would use gasoline, diesel fuel, hydraulic oils, and similar materials that may include hazardous characteristics. All hazardous materials and wastes associated with the proposed Project construction would be handled, transported, and disposed of in compliance with all applicable federal, state, and local laws, regulations, and guidelines. Safety Data Sheets would be made available at the construction-site for all workers as required by OSHA.

No acutely hazardous materials would be stored or used on location or at staging yards during construction. Acutely hazardous wastes are wastes that would cause death, disabling personal injury, or serious illness if exposed. These wastes are more hazardous than ordinary hazardous wastes. Minor spills or releases of ordinarily (as opposed to acutely) hazardous materials could occur due to improper handling and/or storage practices of hazardous materials during construction activities.

Operation of the Project would involve routine transport (via SoCalGas network), storage, and dispensing of CNG fuels. The Project would follow the rules and regulations of applicable local, state, and federal requirements regarding CNG stations. Additionally, staff would perform routine daily maintenance in the form of visual inspections, as well as maintenance at 400-, 2,000-, and 4,000-hour intervals to ensure that the equipment functions properly and efficiently. If any issues arise, a technician would be dialed in or dispatched to the proposed CNG fueling station. Dispensers have impact sensors for possible vehicle collision that cut the gas supply. Dispensers also have breakaway hoses to reduce dispenser damage if the nozzle is left in the vehicle. Each station has a gas inlet valve just downstream of the meter set assembly that is activated by the station Emergency Shutoff Device. Further, the compressors would include temperature sensors to trigger a shutdown in the event that measurements are out of range.

The Project site would regularly receive deliveries of diesel fuel. Delivery would comply with all applicable federal, state, and local laws and regulations designed to protect the public from both health risks and environmental hazards. Fueling dispensers would have shutoff valves.

The proposed hydrogen fueling system design is required to conform with the National Fire Protection Association (NFPA) 2 – Hydrogen Technologies Code. Conformance with the NFPA 2 reduces the severity of hydrogen fires, especially to offsite property or people. The design, installation and testing of the hydrogen fueling station in accordance with NFPA 2, applicable safety regulations, and professional engineering standards of care means that the risk of fire or explosion from hydrogen equipment would be low. The proposed Project would include safety precautions to prevent such accidents from occurring in the first place and to minimize the consequence of such an accident. Accident prevention measures included

in Project plans consist of the installation of guard posts to protect appurtenant facilities from being struck by vehicles and provision of adequate ventilation systems and pressure release valves. The hydrogen fueling facilities would also include hydrogen-specific flame detectors and gas detectors, and emergency shutoff switches, designed to stop the flow or release of hydrogen gas if ignited.

The proposed Project is not expected to create a significant hazard to the public or the environment reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Therefore, impacts would be less than significant, and no mitigation is warranted.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Finding: Less than Significant Impact

The closest school to the Project site is Val Verde Academy and Val Verde High School which are approximately 0.5 miles southwest of the Project site. There are no schools within 0.25 mile of the Project site. The proposed Project would not present substantial hazards to schools. Therefore, impacts would be less than significant.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Finding: Less than Significant Impact

Some materials associated with construction are considered hazardous because they are flammable and/or may contain toxic compounds, such as volatile organic compounds and heavy metals. Project construction would use gasoline, diesel fuel, hydraulic oils, and similar materials that may include hazardous characteristics. All hazardous materials and wastes associated with the proposed Project construction would be handled, transported, and disposed of in compliance with all applicable federal, state, and local laws, regulations, and guidelines. Safety Data Sheets would be made available at the construction-site for all workers as required by OSHA.

The proposed Project is not expected to create a significant hazard to the public or the environment through the transport, storage, use, or disposal of hazardous materials. The Project would additionally remove any found impacted shallow soils, thereby reducing future potential of public and environmental impact from the presence of hazardous materials compared to existing site conditions. Therefore, impacts would be less than significant, and no mitigation is warranted.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public or private airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Finding: Less than Significant Impact with Mitigation Incorporated

The proposed Project site is located approximately 0.9 miles south of March Air Reserve Base/Inland Port Airport (MARB/IPA) and is within the boundaries of the MARB/IPA Airport Land Use Compatibility Plan (ALUCP). Figure 9 - March Air Reserve Base/Inland Port Airport Compatibility Map shows the location of the Project site in the MARB/IPA ALUCP. The Project is within Primary Approach/Departure Zone – C1 (average 100 people per acre, 250 people per single acre). A zoning overlay will be applied to portions of a parcel located at 855 W. Markham Street (APN 314-170-012) which means the project complies with SB330 and will result in no net loss for residential zoning. The residential development overlay is located within Primary Approach/Departure Zone – C1 (average 100 people per acre, 250 people per single acre). The Project was reviewed by the Riverside County Airport Land Use Commission on November 14, 2024 and found consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

The Project would utilize PVCCSP mitigation measures Haz 3 through 6 to reduce impacts within the MARB/IPA AIA. According to the PVCCSP "Exposure to noise in this area is greater (above 60 dB CNEL), however, the accident potential risks at this distance from the runway are reduced by the altitude at which aircraft typically fly over the area." The following uses are prohibited:

- Any use that would direct a steady light or flashing light of red, white, green or amber colors (associated with airport operations) towards an aircraft engaged in a climb following takeoff or landing at an airport, other than FAA-approved navigational lights and systems.
- Any use that would cause sunlight to be reflected towards an aircraft engaged in a climb following takeoff or descent towards a landing at an airport.
- Any use that would generate excessive smoke or water vapor or attract large concentrations of birds, or that would otherwise affect safe air navigation within the AIA.
- Any use that would generate electrical interference that may be detrimental to the operation of aircraft or the aircraft's navigation instrumentation.

The Project would not fall under a prohibited use; therefore, impacts would be less than significant with mitigation measures incorporated.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Finding: Less than Significant Impact

The Project would have no effect on an adopted emergency response plan or emergency evacuation plan because it is an addition to an existing fueling facility and would not block roads or interfere with circulation.

The City of Perris Safety Element Update Figure S-1 – Potential Evacuation Routes shows Ramona Expressway as a Resilient IE – Evacuation Route. In addition, the City has identified residential neighborhoods with more than 30 parcels that have a single means of ingress/egress. The Project site is not located within one of these neighborhoods (City of Perris, 2021). The Project would additionally be required to adhere to applicable regulations related to transportation of equipment and materials to and from the Project site. Potential impacts to an adopted emergency plans would be less than significant, and no mitigation is warranted.

g) Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Finding: No Impact

According to the California Department of Forestry and Fire Protection (CAL FIRE) Severity Zone Map, the Project is not located within a Fire Hazard Severity Zone (CAL FIRE, 2023). Additionally, the Project does not include a component that has the potential to increase wildland fire risk. No impacts are anticipated and no mitigation is warranted.

4.9.5 Mitigation Measures

PVCCSP Haz 3: Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.

PVCCSP Haz 4: The following notice shall be provided to all potential purchasers and tenants:

"This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)"

PVCCSP Haz 5: The following uses shall be prohibited:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

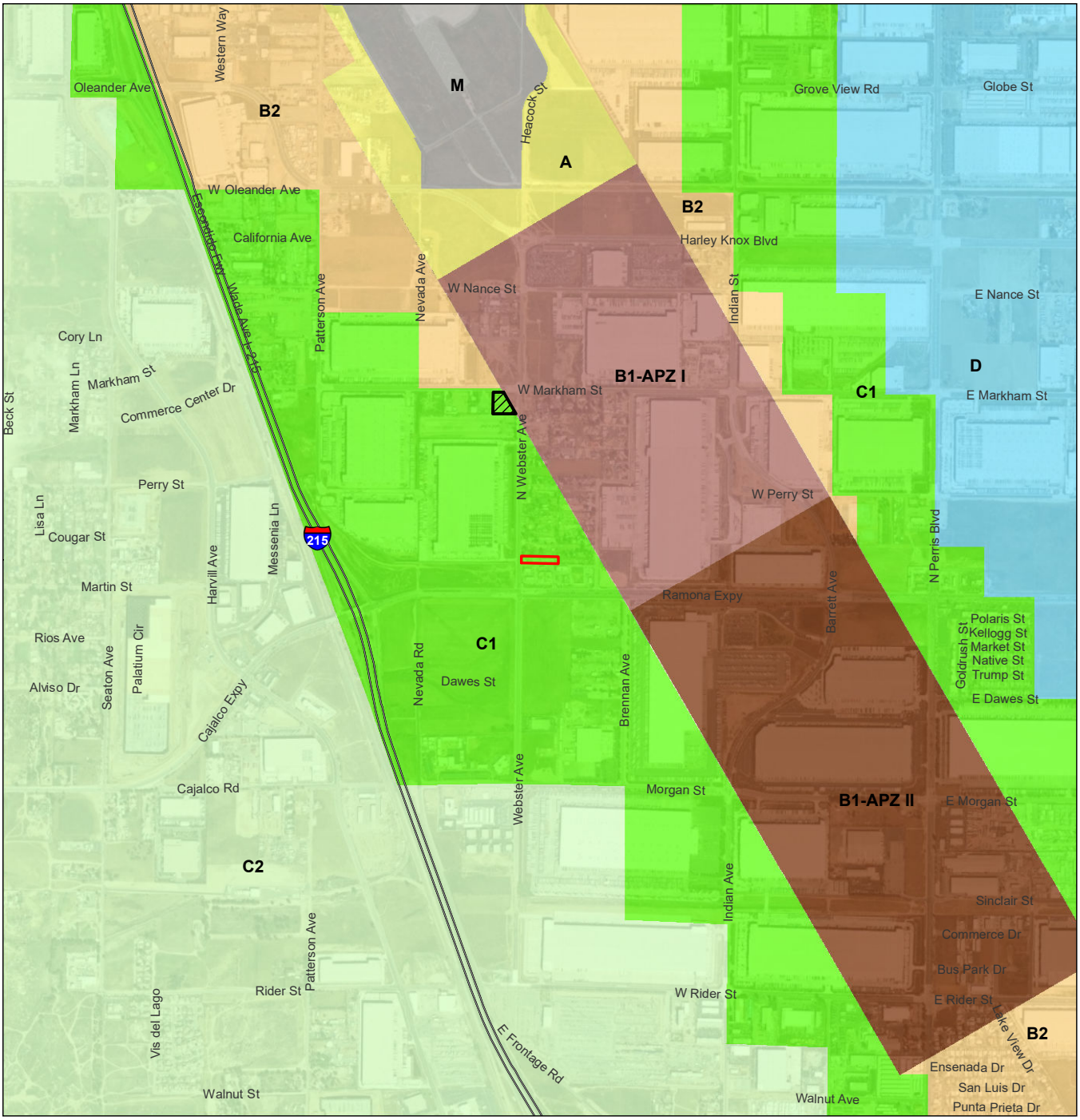
(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.

PVCCSP Haz 6: A minimum of 45 days prior to the submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7406-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with the FAA to resolve any adverse effects on aeronautical operations.

4.9.6 Conclusion

Implementation of mitigation measures PVCCSP Haz 3 through 6 ensure the potential impacts of the Project to hazards and hazardous materials are at a less than significant level.

Page Intentionally Blank



Project Area

Proposed Residential Development Overlay Zone

Compatibility Zones

- A
- B1-APZ I
- B1-APZ II
- B2
- C1
- C2
- D
- E
- M

0 1,000 2,000 Feet

(At original document size of 8.5x11)
1:24,000

N

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by MMD on 2024-09-18
TR by SET on 2024-09-18
IR by ZD on 2024-09-18

Client/Project
2057197530
Chevron
Perris Hydrogen & CNG Fueling Station Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
9

Title
March Air Reserve Base/Inland Port Airport Compatibility Map

Notes
1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: Stantec 2023. Riverside County 2023.
3. Background: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

V:\1858\Active\2057197530_Chevron_Perris\03_data\gis_cad\gis\MND_Figure11_AirportCompatibility_20240515.mxd Revised: 2024-09-18 By: dalaw

Page Intentionally Blank

4.10 HYDROLOGY AND WATER QUALITY

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv. Impede or redirect flood flows.	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

4.10.1 Regulatory Setting

The Project site is under the jurisdiction of the Santa Ana RWQCB, which administers the National Pollutant Discharge Elimination System (NPDES) for construction projects resulting in the disturbance of 1 acre or more (City of Perris, 2023c). As the Project site is approximately 0.94 acres in size, a NPDES permit would be required. SWRCB Order No. 2022-00057-DWQ and the NPDES permit requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). SWPPPs must include a range of best management practices to reduce soil erosion such as temporary soil stabilizers, temporary sediment controls, wind erosion controls, vehicle track-out controls, waste management and materials pollution controls that substantially reduce the potential for soils and other pollutants to enter stormwater or adjacent water features.

The City of Perris General Plan—Conservation Element has goals pertaining to hydrology and water quality for the proposed Project. These goals, policies, and measures are included below:

Goal VI: Achieve regional water quality objectives and protect the beneficial uses of the region's surface and groundwater.

Policy VI.A: Comply with requirements of the National Pollutant Discharge Elimination System (NPDES).

Implementation Measure VI.A.2: Evaluate the Planning Department's CEQA implementation procedures to ensure adequate consideration of water quality impacts and mitigation measures as part of Initial Studies/Mitigated Negative Declarations and Environmental Impact Reports.

Implementation Measure VI.A.4: Review water quality impacts during the project review and approval phases to ensure appropriate BMPs are incorporated into the project design and long term operations.

Implementation Measure VI.A.5: In accordance with the Riverside County NPDES, enact a Water Quality Management Plan to review and regulate new development approvals.

4.10.2 Environmental Setting

The City of Perris is located within the Santa Ana sub-watershed of the San Jacinto River Watershed. The San Jacinto River flows from the San Jacinto mountains across the San Jacinto Valley, through Perris and terminates in Lake Elsinore, located to the southwest of the City of Perris. The dominant drainage features within the City of Perris include the Perris Valley Storm Channel and San Jacinto River Channel. Groundwater quality in the Perris subbasins is generally rated as poor quality due to the high concentrations of total dissolves solids and nutrients from past and present agricultural runoff (City of Perris, 2006b).

The Project site does not have any natural drainages or waterways and is designated as Zone X within Flood Insurance Rate Maps issued by the Federal Emergency Management Agency, which is an area of moderate and minimal flood risk.

The Project site is within the Eastern Municipal Water District (EMWD) service area. The EMWD follows its Urban Water Management Plan to comply with the Urban Water Management Planning Act and SBX7-7 and to support water supply assessments (EMWD, 2021).

The California Department of Water Resources (DWR) periodically monitors groundwater levels in water wells surrounding the City of Perris (DWR, 2023). There are three periodically monitored municipality irrigation wells, two actively monitored state registered observation wells, and one actively monitored USGS well within a one-mile radius of the Project site. Casing depth of the state-registered observation wells are deeper than 225 feet which may not be representative of the shallower groundwater conditions, while the casing depths for irrigation and USGS wells are unknown. The groundwater level at an irrigation well (Site Code Name 338464N1172319W001) located approximately 0.55 miles east of the Project site is reported as 55.9 feet below ground surface (ft bgs) on November 30, 2020. The groundwater level at an irrigation well (Site Code Name 338553N1172491W001) located approximately 0.7 miles north of the Project site is reported as 61.8 ft bgs on March 13, 2023. The groundwater level at an irrigation well (Site Code Name 338570N1172480W001) located approximately 0.77 miles east of the Project site is reported as 72.4 ft bgs on April 19, 2019. The groundwater level at an observation well (State Well Number 04S03W06Q004S) located approximately 0.55 miles east of the Project site is reported as 41.0 ft bgs on April 11, 2023. The groundwater level at an observation well (State Well Number 04S03W06C003S) located approximately

0.76 miles north-east of the Project site is reported as 110.2 ft bgs on April 11, 2023. The groundwater level at an observation well (USGS Site Code Name 335133117140501) located approximately one mile north-east of the Project site is reported as 30.6 ft bgs on September 19, 2023.

4.10.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP does not include any Standards and Guidelines pertinent to the evaluation of hydrology and water quality. The PVCCSP Standards and Guidelines does encourage developers to utilize what the SWRCB refers to as low-impact design. Low-impact design is "a sustainable practice that benefits water supply and contributes to water quality protection….by using site design and storm water management to maintain the Project site's pre-development runoff rates and volumes. The goal of low-impact design is to mimic a site's predevelopment hydrology by using design techniques that infiltrate, filter, store, evaporate and detail runoff close to the source of rainfall" (City of Perris, 2022b). There were also no mitigation measures in the PVCCSP EIR for hydrology or water quality impacts.

4.10.4 Environmental Impact Analysis

a) Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Finding: Less than Significant Impact

Construction Impacts

Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or mechanical equipment (City of Perris, 2011). However, such construction activities would be required to comply with all applicable federal, state, and local laws and regulations designed to protect the public from both health risks and environmental hazards: the Project requires a NPDES permit and the preparation and implementation of a SWPPP for construction.

The Applicant is required to develop and execute a SWPPP along with associated Best Management Practices (BMPs) throughout the grading and construction processes. The SWPPP would outline specific BMPs tailored for the proposed Project to safeguard the water quality of receiving bodies such as Canyon Lake and Lake Elsinore. Additionally, various construction BMPs may be integrated into the SWPPP for the proposed Project and executed during the construction phase, encompassing measures such as:

- Installation of perimeter silt fences and perimeter sandbags and/or gravel bags.
- Stabilized construction exits with rumble strip(s)/plate(s).
- Installation of storm drain inlet protection on affected roadways.
- Installation of silt fences around stockpile and covering of stockpiles.

- Stabilization of disturbed areas where construction ceases for a determined period of time (e.g., one week) with erosion controls.
- Installation of temporary sanitary facilities and dumpsters.

With implementation of the BMPs from the SWPPP, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality violate any water quality standards, impacts from construction activities would be less than significant, and mitigation is not warranted.

Operational Impacts

Construction of the proposed Project would slightly increase the impervious area at the Project site by replacing residential property with associated paving. Landscaping is proposed as part of Project design in the form of landscaped planters containing various trees and shrubs, which would absorb a portion of stormwater runoff from the Project site. Stormwater runoff from the Project site would eventually discharge to the Perris Valley Storm Drain Channel through concentrated street flow. The Project proponent is required to submit a WQMP to the City for review and approval. The Chevron—Perris Project Specific WQMP (attached in Appendix G) identifies post-construction Best Management Practices (BMPs) in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. Project-specific BMPs include maintaining the landscaping using minimum or no pesticide and the routine dry sweeping of the fueling area by the property owner (Appendix G). LID Retention BMPs will be used for the Project. Two 6X8 modular wetland units will be installed, as depicted on site plans. The units are concrete structures that sit in-ground, have a curb slot for runoff to enter the facility and filter water through the wetland soil media, and then is piped out to the existing public storm drain in the street. The system is designed so there will be no ponded water on the surface.

Therefore, with implementation of the BMPs and compliance with NPDES permit requirements, the Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality violate any water quality standards, impacts from operation activities would be less than significant, and mitigation is not warranted.

b) Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Finding: Less than Significant Impact

The Project site falls within the service area of the EMWD within the San Jacinto Groundwater Management Plan Area. As outlined in the EMWD's Urban Water Management Plan, a collaborative groundwater management strategy is currently operational for the Groundwater Management Plan Area, ensuring the dependability and quality of the water supply. Existing onsite conditions are not favorable to infiltration (Appendix G).

Project-related grading would not reach depths typical of groundwater and no direct disturbance of groundwater is anticipated. The proposed Project would be converted from residential use to commercial use and would be an addition to the existing fueling station. The existing impervious area at the Project site is 7,950 square feet and pervious is 32,965 square feet. At Project buildout, the Project site impervious surface will be 32,645 square feet and the pervious surface will be 6,808 square feet (after frontage right-of-way dedication). The proposed Project would not significantly increase the resultant volume of water that is able to infiltrate the ground. A water quality management plan was created as a part of the Major Modification application in response to the City's request. The proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin, impacts from construction and operation activities would be less than significant, and mitigation is not warranted.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

i. Result in substantial erosion or siltation on- or off-site;

Finding: Less than Significant Impact

During the construction of the proposed Project, grading activities have the potential to cause soil erosion driven by wind, leading to the loss of topsoil. To mitigate this, all construction and grading activities would adhere to the City's grading ordinance and incorporating BMPs such as utilizing storm drain inlet protection, implementing efficient irrigation systems and landscape designs, and implementing litter control measures in common areas.

Upon completion, the Project site would feature a fueling station, along with paved surfaces and landscaping. As a result, the potential impacts associated with erosion expected to be less than significant, and mitigation is not warranted.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

Finding: Less than Significant Impact

The proposed Project is not expected to substantially increase the rate or amount of surface runoff in a manner which would result in flooding. Both pre- and post-construction, the drainage patterns would remain consistent, with on-site runoff not surpassing existing levels. According to the Chevron--Perris Project Specific WQMP, the existing drainage pattern would separate drainage from the proposed site out onto North Webster Avenue. The Project site is specifically designed to not allow discharge to co-mingle with the drainage of the southern property. Thus, drainage from the Project site would be routed to areas where water can either flow to self-treating areas (landscape areas) or to onsite low-impact-development devices (Appendix G). Therefore, potential impacts related to on or off-site surface runoff and flooding resulting from altered drainage patterns are expected to be less than significant and mitigation is not warranted.

iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Finding: Less than Significant Impact

The proposed Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Non-structural BMPs such as activity restrictions, common area landscape maintenance, and litter control would also contribute toward runoff control and water quality protection. In addition, the Applicant would have to comply with the NPDES permit requirements to reduce any potential water quality impacts. The discharges from Project site post-development would not alter the drainage characteristics of the Project site as drainage would follow existing conditions. Therefore, potential impacts associated with stormwater drainage or polluted runoff that would exceed the capacity of the drainage systems or provide additional sources of polluted runoff would be less than significant and no mitigation is warranted.

iv. Impede or redirect flood flows.

Finding: Less than Significant Impact

The Project site is not located within a FEMA designated flood hazard area and is instead located in Zone X, which corresponds to areas outside the 100-year floodplain (City of Perris, 2011). Therefore, potential impacts to flood flows would be less than significant and no mitigation is warranted.

d) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Finding: Less than Significant Impact

The Project site is located approximately 3.3 miles west of Lake Perris (Perris Reservoir). Based on a review of Exhibit 4.5-12, Dam Inundation Map, City of Perris General Plan, the Project site is not within the Main Dam Inundation Area. Therefore, there is no risk associated with seiche or inundation (City of Perris, 2011). The Project site is located approximately 38 miles from the nearest coastline; therefore, there is no risk associated with tsunamis.

Operation of the Project would involve routine transport (via SoCalGas network), storage, and dispensing of CNG fuels. Dispensers have impact sensors for possible vehicle collision that cut the gas supply. Dispensers also have breakaway hoses to reduce dispenser damage if the nozzle is left in the vehicle. Each station has a gas inlet valve just downstream of the meter set assembly that is activated by the station Emergency Shutoff Device. Further, the compressors would include temperature sensors to trigger a shutdown in the event that measurements are out of range. The Project site would also include the addition of diesel fueling. Shutoff valves would be present for these dispensers to protect against spills. The hydrogen fueling facilities would also include hydrogen-specific flame detectors and gas detectors, and emergency shutoff switches, designed to stop the flow or release of hydrogen gas if ignited. Additionally, hydrogen fuel is not a pollutant of concern.

Therefore, impacts associated with flood hazard, tsunami, or seiche zones, and risk release of pollutants due to Project inundation would be less than significant and no mitigation is warranted.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Finding: Less than Significant Impact

The Applicant would develop and execute a SWPPP and associated BMPs in accordance with the CGP during grading and construction. Therefore, the proposed Project would not impede the execution of a water quality control plan. In addition, the 2018 PVCCSP was taken into account in EMWD's latest Urban Water Management Plan (EMWD, 2021). Notably, no component of the proposed Project entails groundwater wells or groundwater pumping. Therefore, the proposed Project would not conflict with the water quality control plan or sustainable groundwater management plan and impacts would be less than significant and no mitigation is warranted.

4.10.5 Mitigation Measures

No mitigation measures associated with impacts to hydrology and water quality apply to the proposed Project.

4.10.6 Conclusion

No implementation of mitigation measures would be needed to bring impacts associated with hydrology and water quality to a less than significant level.

Page Intentionally Blank

4.11 LAND USE AND PLANNING

LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) 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?	☐	☐	☒	☐

4.11.1 Land Use Plans and Policies

The Project site is bounded on the north by residential homes, to the east by residential and commercial properties, to the south by undeveloped land, and to the west by industrial warehouses and vacant land.

	North	East	South	West
Surrounding Zoning	PVCC Residential	PVCC Residential and PVCC Light Industrial	PVCC Commercial	PVCC Commercial and PVCC Light Industrial
Surrounding General Plan Land Use	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan
Surrounding Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan	PVCC Specific Plan

The Project site is currently zoned as Perris Valley Commerce Center Residential (PVCC – Residential) and the General Plan Land Use designation is Planning Area 1 – North Industrial (City of Perris, 2023a). According to the PVCCSP, *"This zone recognizes the existing detached residential community at the northeast corner of Ramona Expressway and Webster Avenue. This zone shall be applicable to and correlate with the General Plan Land Use designation of R-20,000 Single Family Residential. The continued use of this area as residential is allowed, but other business and commercial-related activities are encouraged. Further subdivision in this land use category is discouraged."*

The Project site is consistent with the Specific plan.

PVCC Standard	Project	PVCCSP Standard
Project Site Area		
Area (Existing)	40,915 square feet	--
Area (Proposed)	39,453 square feet	--

Proposed Equipment Area	6,291 square feet	--
Proposed Canopy Area		--
Proposed Coverage Total	26%	50% maximum
Height		
Proposed Canopy Height	20 feet	45 feet maximum
Accessory Structure Setbacks		
Proposed Front (Webster Ave)	~190 feet	15 feet
Proposed Rear Side (east)	~1 foot	10 feet
Proposed Interior (north)	~1 foot	10 feet
Canopy Setbacks		
Proposed Front (Webster Ave)	~149 feet	15 feet
Proposed Rear Side (east)	~123 feet	10 feet
Proposed Interior (north)	~26 feet	10 feet
Landscaping		
Proposed Coverage	7,090 square feet	--
Proposed Coverage	18%	10 % minimum

The Applicant is requesting a Specific Plan Amendment to rezone the property to PVCC Commercial, consistent with the adjacent zoning to the south. According to the PVCCSP, "*This zoning designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood.*"

The Applicant is also requesting a Specific Plan Amendment to apply a residential development overlay on portions of the property located at 855 W. Markham Street (APN 314-170-012), which is currently zoned Light Industrial. The new zoning overlay would make residential development an allowed use. This will result in no net loss of residential and will comply with SB 330.

4.11.2 Environmental Impact Analysis

a) Would the project physically divide an established community?

Finding: No Impact

The proposed Project would not include construction of a physical barrier that would physically divide the existing area surrounding the proposed Project site. No freeways, railroad tracks, or any kind of physical obstruction is included as part of the proposed Project. Construction associated with the Project would not result in major changes to any public roadways. The proposed Project would be consistent with the General Plan and PVCCSP zoning designations and would not introduce roadways or other infrastructure improvements that would bisect or transect the Project site or surrounding area. The proposed facilities would be compatible with the existing variety of uses in the Project vicinity, including the existing fueling

station on the Project site. Therefore, the Project would not physically divide an established community and there would be no impact.

b) Would the project cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Finding: Less than Significant Impact

Perris Valley Commerce Center Specific Plan

The Applicant is requesting a Specific Plan Amendment to rezone the property to PVCC Commercial, consistent with the adjacent zoning to the south. The project improvements include expansion of a neighborhood-serving commercial center which is consistent with both the PVCCSP Residential Uses and Commercial Uses, as outlined above. In addition, the Project would be subject to all applicable mitigation measures from the PVCCSP EIR, as outlined in the Environmental Setting, Analysis, and Mitigation Measures section of this IS/MND (Section 4).

The PVCCSP establishes a Residential Buffer Zone for proposes industrial, commercial and business professional office development abutting existing or proposed residential development. According to the PVCCSP, “A 50-foot setback is required for commercial, industrial and business professional office developments immediately abutting existing residential property lines. Other allowed uses and facilities within the 50-foot setback include landscape areas, water quality basins and conveyances, vehicle travel aisles, passenger car parking and any feature deemed unobtrusive to the neighboring residential use by the Development Services Department.”

As proposed, the Project structures (canopies and equipment) are greater than 50 feet from the existing residence located on the property north of the Project parcel. In addition, the project includes visual screening consistent with the standards of the PVCCSP Visual Overlay Zone. The Project is therefore deemed unobtrusive to the neighboring residential use and impacts associated with land use plan, policy, or regulation consistency would be less than significant.

City of Perris General Plan

The Perris General Plan is the blueprint for future physical development of the City through the year 2030. The General Plan guides decisions about the built environment, establishes City policy, and identifies planned land uses and infrastructure. As outlined within the environmental issue areas subsections within the Environmental Setting, Analysis, and Mitigation Measures section of this IS/MND (Section 4), the Project would be consistent with the applicable General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, impacts associated with land use plan, policy, or regulation consistency would be less than significant.

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan

The Project was reviewed by the Riverside County Airport Land Use Commission on November 14, 2024 and found consistent with the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

4.11.3 Mitigation Measures

No mitigation measures associated with impacts to land use and planning apply to the proposed Project.

4.11.4 Conclusion

There would be no impacts of the proposed Project associated with land use and planning and no mitigation would be required.

4.12 MINERAL RESOURCES

MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

4.12.1 Regulatory Setting

The Surface Mining and Reclamation Act (SMARA) was passed by the California legislature in 1975. This legislation mandates the restoration of mined areas and tasks the State Geologist with categorizing non-fuel mineral resources across the state. This classification involves identifying and mapping economically important mineral deposits and predicting their likely occurrence based on the most reliable scientific information available. The Mineral Resource Zones (MRZ) classifications are developed by the State Geologist in alignment with the priority list established by the State Mining and Geology Board (SMGB). The priority list includes:

- MRZ-1 – areas where geologic information indicates no significant mineral deposits are present;
- MRZ-2 – areas that contain identified mineral resources;
- MRZ-3 – areas of undetermined mineral resource significance; and
- MRZ-4 – areas of unknown mineral resource potential.

4.12.2 Environmental Setting

According to the department of Conservation “Mineral Land Classification (MLC) studies are produced by the State Geologist as specified by the Surface Mining and Reclamation Act (SMARA, PRC 2710 et seq.) of 1975. To address mineral resource conservation, SMARA mandated a two-phase process called classification-designation. Classification is carried out by the State Geologist and designation is a function of the State Mining and Geology Board. The classification studies contained here evaluate the mineral resources and present this information in the form of Mineral Resource Zones.” The Project site is not located in an identified resource area (CDC, 2015).

4.12.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to mineral resources. There are no mitigation measures for mineral resources included in the PVCCSP EIR.

4.12.4 Environmental Impact Analysis

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Finding: No Impact

There are no known mineral resources recorded on the Project site (CDC, 2015). The PVCCSP EIR identifies the PVCCSP planning area as located within Mineral Resources Zone 3 (MRZ-3), as classified by the State Mining and Geology Board (SMGB). MRZ-3 is classified as an area where the available geologic information indicates that mineral deposits exist or are likely to exist; however, the significance of the deposit is undetermined. The Project would not result in a loss of availability of a known mineral resource. No impact to known mineral resources would occur and no mitigation is warranted.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Finding: No Impact

No known mineral resources are recorded on the Project site (CDC, 2015). The PVCCSP EIR identifies the PVCCSP planning area as MRZ-3, as classified by SMGB. MRZ-3 is classified as an area where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Therefore, the Project would not result in a loss of availability of a locally important mineral resource. No impacts to mineral resource recovery sites would occur and no mitigation is warranted.

4.12.5 Mitigation Measures

No mitigation measures associated with impacts to mineral resources apply to the proposed Project.

4.12.6 Conclusion

There would be no impacts of the proposed Project associated with mineral resources and no mitigation would be required.

4.13 NOISE

NOISE Would the project result in:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient 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?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels.	☐	☐	☒	☐
c) 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?	☐	☒	☐	☐

Noise is generally defined as unwanted sound that annoys or disturbs people and potentially causes an adverse psychological or physiological effect on human health. Because noise is an environmental pollutant that can interfere with human activities, evaluation of noise is necessary when considering the environmental impacts of a proposed Project.

Sound is mechanical energy transmitted by pressure waves over a medium such as air or water. Sound is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level (SPL) is the most common descriptor used to characterize the loudness of an existing sound level.

Although the decibel (dB) scale, a logarithmic scale, is used to quantify sound intensity, it does not accurately describe how sound intensity is perceived by human hearing. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. The human ear is not equally sensitive to all frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, written as dB(A) and referred to as A-weighted decibels. There is a strong correlation between A-weighted sound levels and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. A quiet suburban nighttime would be approximately 40 dB(A), a commercial area would be approximately 70 dB(A), and a noisy area in the daytime would be approximately 80 dB(A) (California Department of Transportation [Caltrans], 2013).

Different types of measurements are used to characterize the time-varying nature of sound. These measurements include the equivalent sound level (Leq), the minimum and maximum sound levels (Lmin and Lmax), percentile-exceeded sound levels (such as L10, L20), the day-night sound level (Ldn), and the community noise equivalent level (CNEL). Ldn and CNEL values often differ by less than one dB. As a

matter of practice, Ldn and CNEL values are considered to be equivalent and are treated as such in this assessment. Table 14 – Definitions of Sound Measurements defines sound measurements and other terminology used in this section.

Table 14. Definitions of Sound Measurements

Sound Measurements	Definition
Decibel (dB)	A unitless measure of sound on a logarithmic scale, which indicates the squared ratio of sound pressure amplitude to a reference sound pressure amplitude. The reference pressure is 20 micro-pascals.
A-Weighted Decibel (dB(A))	An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
Maximum Sound Level (Lmax)	The maximum sound level measured during the measurement period.
Minimum Sound Level (Lmin)	The minimum sound level measured during the measurement period.
Equivalent Sound Level (Leq)	The equivalent steady state sound level that in a stated period of time would contain the same acoustical energy.
Percentile-Exceeded Sound Level (Lxx)	The sound level exceeded xx % of a specific time period. L10 is the sound level exceeded 10% of the time. L90 is the sound level exceeded 90% of the time. L90 is often considered to be representative of the background noise level in a given area.
Day-Night Level (Ldn)	The energy average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Community Noise Equivalent Level (CNEL)	The energy average of the A-weighted sound levels occurring during a 24-hour period with five dB added to the A-weighted sound levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the A-weighted sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
Peak Particle Velocity (Peak Velocity or PPV)	A measurement of ground vibration defined as the maximum speed (measured in inches per second) at which a particle in the ground is moving relative to its inactive state. PPV is usually expressed in inches/second.
Frequency: Hertz (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure.

Source: Federal Highway Administration (FHWA), 2006

With respect to how humans perceive and react to changes in noise levels, a one dB(A) increase is imperceptible, a three dB(A) increase is barely perceptible, a five dB(A) increase is clearly noticeable, and a 10 dB(A) increase is subjectively perceived as approximately twice as loud. Table 15 – Typical A-Weighted Sound Levels lists common activities that are perceptible at different dB(A) noise levels.

Table 15. Typical A-Weighted Sound Levels

Common Outdoor Activities	Noise Level (dB(A))	Common Indoor Activities
	-110-	Rock band
Jet flyover at 1,000 Feet		
	-100-	
Gas lawnmower at 3 Feet		
	-90-	
Diesel truck at 50 Feet at 50 MPH		Food blender at 3 Feet
Noisy urban area, daytime	-80-	Garbage Disposal at 3 Feet
Gas lawnmower, 100 Feet		
Commercial area	-70-	Vacuum Cleaner at 10 Feet
Heavy traffic at 300 Feet		Normal Speech at 3 Feet
	-60-	
Quiet urban daytime		Large business office
	-50-	Dishwasher in next room
Quiet urban nighttime		
Quiet suburban nighttime	-40-	Theater, large conference room (Background)
Quiet rural nighttime	-30-	
		Library
	-20-	Bedroom at night, concert hall (Background)
	-10-	Broadcast/recording studio
	-0-	

Source: Caltrans, 2013

For a point source such as a stationary compressor or construction equipment, sound attenuates based on geometry at a rate of six dB per doubling of distance. For a line source such as free-flowing traffic on a freeway, sound attenuates at a rate of three dB per doubling of distance. Atmospheric conditions including wind, temperature gradients, and humidity can change how sound propagates over distance and can affect the level of sound received at a given location. The degree to which the ground surface absorbs acoustical energy also affects sound propagation. Sound that travels over an acoustically absorptive surface, such as grass, attenuates at a slightly greater rate than sound that travels over a hard surface, such as pavement. The increased attenuation is typically in the range of one to two dB per doubling of distance. Barriers, such as buildings and topography that block the line of sight between a source and receiver, also increase the attenuation of sound over distance.

Vibration

Vibration is like noise such that it involves a source, a transmission path, and a receiver. While related to noise, vibration differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists

of an amplitude and frequency. A person's perception to vibration depends on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system that is vibrating. Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration in terms of peak particle velocity in inches per second (in/sec PPV). Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of in/sec PPV.

Table 16. Guideline Vibration Annoyance Potential Criteria

Human Response	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Sources
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severe	2.0	0.40

Source: Caltrans, 2020

The operation of heavy construction equipment, particularly pile driving, and other impact devices, such as pavement breakers, create seismic waves that radiate along the surface of the ground and downward into the earth. These surface waves can be felt as ground vibration. Vibration from the operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance. Perceptible groundborne vibration is generally limited to areas within a few hundred feet of construction activities.

Table 17 – Reference Vibration Source Levels for Construction Equipment lists vibration source levels for the construction equipment most likely to generate high levels of ground vibration (Federal Transit Administration, 2018). The equipment listed in the table includes impact and sonic pile drivers, clam shovel drops, hydromills, vibratory rollers, hoe rams, large and small bulldozers, caisson drilling, loaded trucks, and jackhammers. Table 17 below summarizes typical reference vibration levels generated by select construction equipment proposed for this Project.

Table 1717. Reference Vibration Source Levels for Construction Equipment

Equipment	PPVref at 25 Feet
Large bulldozer	0.089
Loaded trucks	0.076
Small bulldozer	0.003

Source: Federal Transit Administration, 2018

4.13.1 Regulatory Setting

City of Perris General Plan

The City of Perris General Plan Noise Element establishes standards for outdoor noise levels for various land uses. Noise levels of up to 60 dB(A) CNEL are "normally acceptable" and levels up to 65 dB(A) CNEL are "conditionally acceptable" for both single-family and multi-family residential uses and noise levels of up to 65 dB(A) CNEL are "normally acceptable" and levels up to 75 dB(A) CNEL are "conditionally acceptable" for business commercial uses (City of Perris, 2016). Additional City of Perris General Plan goals and policies which apply to the proposed Project include the following:

Goal-I: Land Use Siting: Future land uses compatible with projected noise environments.

Policy I.A: The State of California Noise/Land Use Compatibility Criteria shall be used in determining land use compatibility for new development.

Implementation Measure I.A.1 All new development proposals will be evaluated with respect to the State Noise/ Land Use Compatibility Criteria. Placement of noise sensitive uses will be discouraged within any area exposed to exterior noise levels that fall into the "Normally Unacceptable" range and prohibited within areas exposed to "Clearly Unacceptable" noise ranges.

Implementation Measure I.A.2 Site plans for new residential development near roadway and train noise sources shall incorporate increased building setbacks and/or provide for sufficient noise barriers for useable exterior yard areas so that noise exposure in those areas does not exceed the levels considered "Normally Acceptable" in the State of California Noise/Land Use Compatibility Criteria.

Implementation Measure I.A.3 Acoustical studies shall be prepared for all new development proposals involving noise sensitive land uses, as defined in Section 16.22.020J of the Perris Municipal Code, where such projects are adjacent to roadways and within existing or projected roadway CNEL levels of 60 dB(A) or greater.

Implementation Measure I.A.4 As part of any approvals of noise sensitive projects where reduction of exterior noise to 65 dB(A) is not reasonably feasible, the City will require the developer to issue disclosure statements to be identified on all real estate transfers associated with the affected property that identifies regular exposure to roadway noise.

Implementation Measure I.A.5 No new residential dwellings shall be placed in areas with mitigated or unmitigated exterior noise levels that exceed 70 dB(A) CNEL.

Goal-V: Stationary Noise Sources: Future non-residential land uses compatible with noise sensitive land uses.

Policy V.A: New large scale commercial or industrial facilities located within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level as required by the State of California Noise/Land Use Compatibility Criteria.

City of Perris Municipal Code

According to Section 7.34.010 of the Perris Municipal Code (PMC), excessive noise levels are detrimental to the health and safety of individuals. Noise is considered a public nuisance, and the City discourages unnecessary, excessive or annoying noises from all sources.

Section 7.34.050 states “It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. The standards for dB(A) noise level in Section 7.34.040 shall apply to this section. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibels, it shall be presumed that the noise being created also is in violation of this section” (City of Perris, 2023j).

Section 7.34.060 of the PMC provides that “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 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 eighty dB(A) Lmax in residential zones in the city" (City of Perris, 2023j).

Section 7.34.070 of the PMC states “no person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 p.m. to 7:00 a.m. in any residential area unless a permit has been applied for and granted by the City of Perris”.

March Airforce Airport Land Use Compatibility Plan

The Project site is approximately 1.1 miles south of the southern terminus of Runway 14-32 of March Air Reserve Base/Inland Ports (March ARB/IP) primary runway and is within the boundaries of the MARB/IPA ALUCP (Riverside County Airport Land Use Commission, 2014). Section 12 of the PVCCSP describes how the part of the PVCC is within the Airport Overlay Zone (AOZ) for the March ARB/IP. Each safety zone within the AOZ has different noise levels risks. The Project site within Zone C1: Flight Corridor Zone. C1 contains the remainder of the lands within the 60 dB CNEL contour to the south and single-event noise levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern.

4.13.2 Environmental Setting

The Noise Section has been prepared pursuant to the Noise Technical Memorandum prepared for this Project (Appendix H – Technical Noise memo for Chevron Perris Hydrogen Fueling Station). Ambient noise in the Project area was calculated using the noise contour information from the City of Perris General Plan (City of Perris, 2005). The Project site is surrounded by a mix of land uses, including residential homes to the north, residential and commercial properties to the east and west, and undeveloped land to the south. The MARB/IPA is approximately 1.1 miles north. The closest noise-sensitive receptor to the Project site is the residential home at 4083 North Webster Avenue. The south edge of the residential home is

approximately 30 feet from the north edge of the Project site and approximately 55 feet from the Project center point. Figure 10 – Nearest Sensitive Receptor shows the nearest noise-sensitive receptor at 4083 North Webster Avenue, the closest house just north of the Project site.

4.13.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP established noise-related Standards and Guidelines which are integrated into the proposed Project. These are considered in the analysis presented in this section. Furthermore, the PVCCSP EIR has outlined specific mitigation measures for individual projects to follow throughout their planning, design, construction, and permitting phases.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Noise 1	Guidelines for noise attenuation during construction.	Project required mitigation measure
PVCCSP Noise 2	Guidelines for construction equipment, stockpiling and vehicle staging placement.	Project required mitigation measure; Included in Project design.
PVCCSP Noise 3	Guidelines for noise attenuation near occupied residences.	Project required mitigation measure; Included in Project approval process.
PVCCSP Noise 4	Coordination of supplies and construction equipment deliveries.	Project required mitigation measure; Included in Project approval process.

4.13.4 Environmental Impact Analysis

a) Would the project result in generation of a substantial temporary or permanent increase in ambient 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?

Finding: Less than Significant Impact with Mitigation Incorporated

Construction Impacts

Construction activities would include site excavation, grading, utilities and piping, concrete, above ground construction, canopy construction, and equipment installation. Each construction stage has its own mix of equipment, and consequently, its own noise characteristics. The various construction operations would change the character of the noise generated at the Project site; therefore, the noise level changes as construction progresses. The loudest stages of construction typically involve the initial earthmoving and grading equipment.

Page Intentionally Blank

Project Area
Nearest Sensitive Receptor (28 feet)

0 100 200 Feet
(At original document size of 8.5x11)
1:2,400

N

Stantec

Project Location
T4S, R3W, S06
USGS 7.4' Quad: Perris, CA

Prepared by DL on 2023-10-30
TR by SET on 2023-10-30
IR by CT on 2023-10-30

Client/Project
2057197530
Chevron
Perris Hydrogen & CNG Fueling Station
Improvements Project
Initial Study/Mitigated Negative Declaration

Figure No.
10

Title
Nearest Sensitive Receptor

Notes
1. Coordinate System: NAD 1983 StatePlane California VI FIPS 0406 Feet
2. Data Sources: Stantec 2023.
3. Background: Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

V:\1858\Active\2057197530_Chevron_Perris\03_data\gis_cad\gis\MND_Figure9_NearestSensitiveReceptor_20240515.mxd Revised: 2024-05-15 By: mdeseo

Page Intentionally Blank

Table 18 – Typical Construction Equipment Noise Levels lists the types of construction equipment and the maximum and average operational noise level as measured at 55 feet from the operating equipment. The 55-foot distance represents the approximate distance between the center of the Project and the closest noise-sensitive residential receptor: the residential home at 4083 North Webster Avenue. Calculating construction noise from the center point of the Project follows the approved assessment procedure defined in the FHWA Roadway Construction Noise Model (RCNM) to estimate the impact from short-term construction activities.

Table 1818. Typical Construction Equipment Noise Levels

Construction Equipment Source at the Project site	Distance to Nearest Sensitive Receptor, feet	Sound Level at Receptor		
		Lmax, dB(A)	Acoustical Use Factor (%)	Leq, dB(A)
Backhoe	55	76.7	40	72.8
Compactor	55	82.4	20	75.4
Crane	55	79.7	16	71.8
Dozer	55	80.8	40	76.9
Excavator	55	79.9	40	75.9
Flat Bed Truck	55	73.4	40	69.4
Front End Loader	55	78.3	40	74.3
Off-Road Truck	55	74.2	40	70.2
Water Truck	55	74.2	40	70.2

Source: FHWA, 2006

For the construction noise analysis, it was assumed all noise-generating equipment were operating at the same time and at the same distance from the closest noise-sensitive receptor. Using this assumption, the RCNM program calculated the following combined Leq and Lmax noise levels from each stage of construction as shown in Table 19 – Calculated Noise Level from Each Project Construction Stage.

Table 1919. Calculated Noise Level from Each Project Construction Stage

Construction Phase	Distance to Closest Noise Sensitive Receptor, ft	Calculated Lmax, dB(A)	Calculated Leq, dB(A)
Site Excavation	55	84.6	80.6
Grading	55	84.7	79.3
Utilities and Piping	55	78.6	74.7
Concrete	55	81.5	75.3
Above Ground Construction	55	82.2	76.5
Canopy Construction	55	82.2	76.5
Equipment Installation	55	76.8	72.8

Source: Appendix H

Section 7.34.060 “Construction Noise” in the City of Perris Code of Ordinances states that construction activity shall not exceed 80 dB(A) [Leq] in residential zones in the city.” The only phase calculated to potentially exceed 80 dB(A) at the closest residential receptor is the Project site excavation stage. This stage would only last for approximately 10 workdays. All construction activities would also be limited to the time restrictions set by the City of Perris Code of Ordinances. Construction noise would be short-term and intermittent. Furthermore, construction noise would comply with the City’s construction hours restrictions and the Project would utilize PVCCSP Noise 1 through 4; therefore, impacts would be less than significant.

Operational Impacts

This Project would involve the installation of a NEL H2Station with two new CNG dispensers, four new diesel fuel dispensers, and three hydrogen dispensers. The NEL H2 Station is “designed as a completed hydrogen refueling solution used to conduct a safe, fast, and complete refueling of hydrogen (or H2) to hydrogen fuel cell vehicles.” Based on NEL manufacturer’s data, the NEL H2Station placed on site is anticipated to have a sound pressure level of 69.9 dB(A) during daytime hours and 54.2 dB(A) during nighttime hours both measured at 16.4 feet from the equipment. Accounting for distance attenuation from a point source, the NEL H2Station equipment would have a sound pressure level of 58.9 dB(A) during daytime hours and 43.2 dB(A) during nighttime hours as measured at the closest noise-sensitive receptor 55 feet from the center of the Project site (Appendix H). The noise level will be similar to Quiet urban daytime and Quiet urban nighttime level shown in Table 15. These levels are well below the maximum noise level limits listed in Section 7.34.40 in the City of Perris Code of Ordinances.

Any other exterior noise-producing fixed-source equipment placed on the Project site would be designed incorporating measures such as shielding and/or appropriate attenuators to reduce noise levels that may affect nearby properties. In addition, nighttime noise limits would be applicable to any equipment required to operate between the hours of 10:01 P.M. and 7:00 A.M. In addition, the traffic study conducted by Mizuta Traffic Consulting (Appendix I – Traffic Analysis for the Proposed Chevron Alternative Fueling Project), estimated no net increase in traffic volumes. Therefore, the impact of stationary and mobile noise sources to the neighboring properties would be less than significant and no mitigation measures are necessary.

b) Would the project exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?

Finding: Less than Significant Impact

The Noise Technical Memo analyzed the potential vibration levels (Appendix H). During construction of the proposed Project, equipment such as trucks and bulldozers may be used as close as 30 feet from the nearest residential sensitive receptor at 4083 North Webster Avenue. Equipment used during Project construction could generate vibration levels between 0.0023 PPV and 0.0890 PPV at 30 feet, as shown below in Table 20 – Estimated Vibration Levels for Construction Equipment. All estimated vibration levels should be below the FTA vibration threshold at which human annoyance could occur. Impacts from vibration related annoyance would be less than significant. Therefore, potential impacts associated with construction and operational vibration would be less than significant and no mitigation would be required.

Table 2020. Estimated Vibration Levels for Construction Equipment

Type of Equipment	Peak Particle Velocity at 30 Feet	Threshold at which Human Annoyance Could Occur	Potential for proposed Project to Exceed Threshold
Large Bulldozer	0.0890	0.10	No
Loaded Trucks	0.0578	0.10	No
Small Bulldozer	0.0023	0.10	No

Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018

c) 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?

Finding: Less than Significant Impact with Mitigation Incorporated

The Project site is approximately 1.1 miles south of the southern terminus of Runway 14-32 of MARB/IPA's primary runway and is within the boundaries of the MARB/IPA ALUCP. The Project site is specifically within Zone C1: Flight Corridor Zone. C1 contains the remainder of the lands within the 60 dB CNEL contour to the south and single-event noise levels from the frequency of overflights, including at night. C1 makes noise from the airport an existing moderate ambient noise concern for the residences nearby the Project site. The MARB/IPA ALUCP does not identify commercial-use specific noise compatibility standards, and therefore, the City of Perris General Plan—Noise Element is used to assess potential excessive noise levels at the Project site. The Noise Element guidelines indicate that operational commercial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 60 dBA CNEL at the property line of the adjoining sensitive land use (PVCCSP residences) (City of Perris, 2016). Although the equipment placed on site is anticipated to have a sound pressure level of 69.9 dB(A) within 16 feet during daytime hours, the PVCCSP residences would be farther away (55 feet) and sound attenuation would decrease the noise to levels below normally acceptable limits (60 dBA). Therefore, the Project would not expose people within the Project area to excessive noise levels or exacerbate the ambient noise from MARB/IPA. The proposed Project is required to comply with the following PVCCSP Haz 3 through 6, which is discussed in Section 4.9.4. Compliance with this measure and PVCCSP Noise 1 through 4 would ensure that potential Project impacts would be less than significant and would not result in an excessive noise impact for people residing near the Project site.

4.13.5 Mitigation Measures

PVCCSP Noise 1: During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintenance mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.

PVCCSP Noise 2: During construction, stationary construction equipment, stockpiling, and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.

PVCCSP Noise 3: No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.

PVCCSP Noise 4: Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extend feasible, haul routes shall not pass sensitive land uses or residential dwellings.

4.13.6 Conclusion

Implementation of PVCCSP Noise 1 through 4 and Haz 3 through 6 would reduce potential impacts of the Project associated with noise to a less than significant level.

4.14 POPULATION AND HOUSING

POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

4.14.1 Regulatory Setting

SB 330, also known as the Housing Crisis Act of 2019 (October 9, 2019), is a significant legislative measure aimed at addressing California's housing shortage and affordability crisis. Enacted by the California State Senate, this bill implements various provisions to streamline the housing development process and expedite the construction of new residential units. Among its key features, SB 330 places limitations on local governments' ability to impose certain restrictions on housing projects, such as zoning changes and development moratoriums. It also establishes rules to ensure that existing housing entitlements are not reduced over time, providing developers with greater certainty and clarity in the planning and approval process. Additionally, the bill mandates local jurisdictions to maintain a minimum level of housing approvals to facilitate housing production. SB 330 represents a significant effort by the state government to spur the creation of more housing units and alleviate the pressures of California's housing crisis.

Residential units removed from the housing supply can be offset by other projects that increase housing, such as apartment complexes.

City of Perris General Plan

The City of Perris General Plan Housing Element ensures the City establishes policies, procedures and incentives in its land use planning and redevelopment activities that would result in the maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Perris. Action 3.1: Remove Development Constraints directs city planners to "review existing and proposed building, planning, engineering, and fire plans, policies and standards annually to determine whether changes are possible that could assist the production of affordable housing, or that would encourage preservation of housing rather than conversion to non-residential uses, provided such changes would not conflict with other General Plan policies" (City of Perris, 2022c).

4.14.2 Environmental Setting

The City of Perris had a population of 78,700 people according to the most recent Census on April 1, 2020 (United States Census Bureau, 2022). The Project site is currently zoned as Perris Valley Commerce Center Residential (PVCC – Residential) and includes one residence on-site (City of Perris, 2023a).

4.14.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP includes Standards and Guidelines for residential development; however, those standards do not apply because the proposed Project is a Commercial use. There were no mitigation measures in the PVCCSP EIR related to impacts to population and housing.

4.14.4 Environmental Impact Analysis

a) Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Finding: Less than Significant Impact

The Project would not include new housing or businesses, nor does it extend roads or other infrastructure with the potential for unplanned population growth. The Project area could result in the indirect construction of additional housing and commercial use as land use surrounding the Project site continues to develop. Regardless, a less than significant impact would occur as available land is limited in ability for redevelopment and no mitigation is warranted.

b) Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Finding: Less than Significant Impact

The Project would result in the loss of one residence. Specific Plan Amendment (SPA) 21-05249 and Development Plan Review (DPR) 21-00014 have been submitted with a proposal to facilitate the construction of a 300-unit multi-family residential development located at the southwest corner of Rider Street and Evans Road consisting of the following entitlements: 1) Specific Plan Amendment to rezone 14.68 acres from Commercial I Zone to Multi-Family Residential (MFR) Zone and to establish development standards for multi-family residential in Planning Area (PA) 22 within the May Ranch Specific Plan (MRSP); and 2) Development Plan Review for the Project site plan, building elevations, and recreational amenities. Unhoused community members do not currently live on the Project site. In addition, the Applicant is requesting a Specific Plan Amendment to apply a residential development overlay on portions of the property located at 855 W. Markham Street (APN 314-170-012), which is currently zoned Light Industrial. The new zoning overlay would make residential development an allowed use. This will result in no net loss of residential and will comply with SB 330. The Project was reviewed by the Riverside County Airport Land Use Commission on November 14, 2024 and found consistent with the 2014 March Air Reserve

Base/Inland Port Airport Land Use Compatibility Plan. Impacts to displacing people or housing would be less than significant and no mitigation is warranted.

4.14.5 Mitigation Measures

No mitigation measures associated with impacts to population and housing apply to the proposed Project.

4.14.6 Conclusion

Potential impacts of the Project associated with population and housing would be less than significant and no mitigation would be required.

Page Intentionally Blank

4.15 PUBLIC SERVICES

PUBLIC SERVICES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐
ii) Police protection?	☐	☐	☐	☒
iii) Schools?	☐	☐	☐	☒
iv) Parks?	☐	☐	☐	☒
v) Other Public Facilities?	☐	☐	☐	☒

4.15.1 Regulatory Setting

Ordinance No. 1182

The purpose of this Ordinance is to establish the fee categories described in the Facilities Study and to make certain other structural revisions to facilitate the City's Development Impact Fee program. The public facilities to be funded by the Development Impact Fees (the "Public Facilities") are in the following categories: (1) Police; (2) Fire; (3) Community Amenities; (4) Government Services; (5) Parks; (6) Transportation; and (7) Administration. No developer, property owner, or other person or entity shall be eligible to receive building permits, nor any occupancy permits, for any development project unless the provisions of the Ordinance have first been complied with for that Project.

4.15.2 Environmental Setting

Fire Protection

The City of Perris began contracting with the Riverside County Fire Department for fire and emergency services in 1983 (City of Perris, 2023b). The City of Perris has 27 firefighters assigned to two fire stations. The City of Perris has a daily staffing of one engine, one truck company, and one squad. Riverside County Fire Department has five stations within the City of Perris (County of Riverside Fire Department, 2021). The nearest fire station is the City of Perris Station #2 but is also referred to as Riverside County Fire Department Station 90-North Perris City Battalion 1 (County of Riverside Fire Department, 2021). The station is approximately 2.15 miles southeast of the Project site, located at 333 Placentia Avenue within the City of Perris. A new fire station (occupying a business park) is located along Rider Street. In addition, the CAL FIRE/Riverside County Fire Department's Emergency Command Center is located in the City of Perris and is one of the largest regional fire service organizations in California (County of Riverside Emergency Management Department, 2019). The Emergency Service Center provides dispatch services to all unincorporated county areas, 21 Contract Cities (including Perris), a Community Service District, the

Idyllwild Fire Protection District, and two Tribal Fire Departments which are dispatched and coordinated as a single fire department creating an efficient environment for automatic-aid.

The National Fire Protection Association (NFPA), Fire Code section 1710 recommends that a first-responder unit arrive at the fire scene in six minutes or less at least 90 percent of the time, measured from the 911 call. NFPA recommends that full response to a structural fire occur within 10 minutes of the 911 call at least 90 percent of the time. NFPA also recommends a 6-minute response time for basic life support and 10 minute response for advanced life support at least 90 percent of the time.

Police Protection

The City of Perris contracts with the Riverside County Sheriff to provide police services for the city (City of Perris, 2023d). 137 N. Perris Blvd, Perris, CA 92570, approximately 6.1 roadway miles or 11 minutes from the Project site. Riverside County Sheriff has specialized units, such as the Hazardous Device Team, Emergency Service Team, Central Homicide Unit, K9 Teams, and California Fire Arson Investigators, and Off-Highway Vehicle Enforcement (County of Riverside Emergency Management Response, 2019).

Schools

There are a total of 36 schools in the City of Perris (City of Perris, 2023e). The closest school to the Project site is Val Verde Academy which is approximately 0.5 miles southwest of the Project site. Additionally, the Project would be required to contribute fees to the Val Verde Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (SB 50). Pursuant to SB 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

Parks

There are 25 parks within the City of Perris (City of Perris, 2023f). The closest park, Morgan Park (600 E Perris Street), is located 1.85 miles southeast of the Project site.

Other Public Facilities – Libraries

The City of Perris additionally operates and maintains a range of other public facilities such as a gymnasium, a library (City of Perris, 2023g), and community centers (City of Perris, 2023h). The Cesar E. Chavez Library (163 E. San Jacinto Avenue) is located approximately 4.2 miles south of the Project site.

4.15.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to public services. There are no mitigation measures in the PVCCSP EIR related to impacts to public services.

4.15.4 Environmental Impact Analysis

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental

impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

i. Fire Protection

Finding: Less than Significant Impact

Fire Protection is provided by the City of Perris Fire Department. The proposed Project would not introduce any new residences to the City or result in the need for additional new nor altered fire protection services, and would not alter acceptable service ratios or response times.

Operation of the proposed Project would not result in increased demand for fire protection services. Although hydrogen is flammable, the proposed Project includes emergency shutoff valves to stop fuel flows if there is ignition. Additionally, the proposed hydrogen fueling system design is required to conform with the NFPA 2 – Hydrogen Technologies Code. Conformance with the NFPA 2 reduces the severity of hydrogen fires, especially to offsite property or people.

CNG dispensers have impact sensors for possible vehicle collision that cut the gas supply. Dispensers also have breakaway hoses to reduce dispenser damage if the nozzle is left in the vehicle. Each station has a gas inlet valve just downstream of the MSA that is activated by the station Emergency Shutoff Device. Further, the compressors would include temperature sensors to trigger a shutdown in the event that measurements are out of range.

The Project site would regularly receive deliveries of diesel fuel. Delivery would comply with all applicable federal, state, and local laws and regulations designed to protect the public from both health risks and environmental hazards.

The City of Perris Fire Authority would review Project plans prior to issuance of building permits to ensure compliance with all applicable fire and building safety codes. The City Of Perris requires a fire facility development impact fee of $102/ square foot be paid for commercial and industrial properties. Therefore, impacts to fire protection services would be less than significant and no mitigation measures are warranted.

ii. Police Services

Finding: No Impact

Police Protection is provided by the Riverside County Sheriff. The Project would not introduce any new residences to the City. The proposed Project would not generate new demand for police protection facilities or services because it would be an addition to an existing business. The City Of Perris requires a police facility development impact fee of $17/ square foot be paid for commercial and industrial properties. Therefore, the Project would not result in the need for additional new nor altered police protection services and would not alter acceptable service ratios or response times. No impact to police services would occur and no mitigation is warranted.

iii. Schools

Finding: No Impact

The Project site is within the jurisdiction of the Val Verde School District. The Project would not introduce any new residence to the City of Perris and does include a component with the potential to increase demand for school services. No impact to schools would occur and no mitigation is warranted.

iv. Parks

Finding: No Impact

The proposed Project does involve the construction of new or expanded park facilities. There would be no increased use of parks resulting from implementation of the proposed Project. The City Of Perris requires a parks facility development impact fee of $1.14/ square foot be paid for industrial properties (fee effective July 1, 2023– June 30, 2024). No impact to parks would occur and mitigation is warranted.

v. Other Public Facilities

Finding: No Impact

The proposed Project does not involve the construction of new public facilities, such as libraries. The proposed Project would serve to fuel FCEVs, which would not generate population growth resulting in increased need or demand for public facilities. The City Of Perris requires a community amenities development impact fee of $315/ square foot be paid for commercial and industrial properties. No impact to other facilities would occur and no mitigation is warranted.

4.15.5 Mitigation Measures

No mitigation measures associated with impacts to public services apply to the proposed Project.

4.15.6 Conclusion

Potential impacts of the Project associated with public services would be less than significant and no mitigation would be required.

4.16 RECREATION

RECREATION Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

4.16.1 Regulatory Setting

The PVCCSP encourages the development of joint-use and dual-use facilities such as basins and park use facilities. The PVCCSP is generally consistent with the City's planned parks and trails (City of Perris, 2022b).

4.16.2 Environmental Setting

The City of Perris Community Services Recreation Department provides year-round enters for recreation, sports, leisure, cultural and educational activities (City of Perris, 2023h). There are 25 parks within the City of Perris (City of Perris, 2023f). The closest park, Morgan Park (600 E Perris Street), is located 1.85 miles southeast of the Project site. .

4.16.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relative to recreation. There were no mitigation measures in the PVCCSP EIR related to impact to recreation.

4.16.4 Environmental Impact Analysis

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Finding: No Impact

The proposed Project would not include the construction of residential units and would not generate substantial numbers of people in the area. Therefore, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed Project would have no impact on existing neighborhood and regional parks and no mitigation is warranted.

b) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Finding: No Impact

The proposed Project would not include the construction of residential units and would not generate substantial numbers of people in the area. Therefore, the Project would not increase the use and deterioration of existing recreational facilities or require the construction or expansion of additional facilities. The proposed Project would have no impact on recreational facilities and no mitigation is warranted.

4.16.5 Mitigation Measures

Development fees are required per Municipal Code to mitigate impacts from the project. No additional mitigation measures associated with impacts to recreation apply to the proposed Project.

4.16.6 Conclusion

There would be no impacts of the Project associated with recreation and no mitigation would be required.

4.17 TRANSPORTATION

TRANSPORTATION Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?	☐	☒	☐	☐
b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersection(s) or incompatible uses (e.g. farm equipment))?	☐	☐	☒	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐

4.17.1 Regulatory Setting

SB 743

State Senate Bill 743 (2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (*Id.*, subd. (b)(1); see generally, adopted CEQA Guidelines, §15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria, Office of Planning and Research (OPR) has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify VMT as the most appropriate metric to evaluate a project's transportation impacts.

Screening Criteria: A project would have a significant effect on the environment if it would cause substantial additional VMT. The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA (*December 2018) recommends screening criteria to identify types, characteristics, or locations of projects that would not result in significant impacts to VMT. If a project meets screening criteria, then it is presumed that VMT impacts would be less than significant for the project and a detailed VMT analysis is not required.

City of Perris

The City of Perris has adopted programs, plans, ordinances and policies that establish the transportation planning framework for all travel modes including bike and pedestrian travel. The overall goals of these policies are to achieve a safe, accessible and sustainable transportation system for all users and to give options for methods of travel. The City of Perris Circulation Element of the General Plan has a goal to provide for a safe, convenient and efficient transportation system for the City (City of Perris, 2022a).

PVCCSP

The PVCCSP has Truck Route Standards and Guidelines for routes designated as truck routes. Truck routes were established in order to avoid conflicts with established residential communities and to improve the flow of traffic through the City of Perris.

4.17.2 Environmental Setting

The Project site is on North Webster Avenue: a secondary arterial is intended to carry local traffic between the local street system and the primary arterial system. North Webster Avenue traverses the Specific Plan in a north-south direction. Webster Avenue commences at Harley Knox Boulevard and continues south to Rider Street. Arterial streets generally vary from a curb-to-curb width of 64-feet to 70 feet and may have one or two lanes in each direction. North Webster Avenue is also not identified in the PVCCSP as an existing truck route because it is within a residential area (City of Perris, 2022b). The Project site is accessible from Ramona Expressway, an east-west roadway located in the middle portion of the Perris Valley Commerce Center Specific Plan that is not a designated truck route. The Ramona Expressway provides direct access to Interstate 215. The cross-section for the Ramona Expressway was modified for the City's General Plan to provide non-curb adjacent sidewalks and provide for the future regional trail. The regional bus service is provided by the Riverside Transit Agency (RTA). Currently, RTA operates two bus routes that travel through the Perris Valley Commerce Center Specific Plan area, routes 19 and 41 (City of Perris, 2022b). The nearest bus stops are approximately 0.7 miles to the southwest, 0.7 miles to the southeast, and 0.9 miles to the east.

Current operations at the Project site include gasoline and diesel fueling by both cars and trucks. Currently, trucks are disconnecting their trailers offsite prior to coming for fuel, which puts them within the guidelines of the PVCC standards.

The Transportation Section has been prepared pursuant to the Traffic Analysis Technical Memorandum prepared for the Project by Mizuta Traffic Consulting (Appendix I –Traffic Analysis for the Proposed Chevron Alternative Fueling Project).

4.17.3 PVCCSP Applicable Standards and Mitigation Measures

The PVCCSP encompasses Standards and Guidelines pertinent to the evaluation of traffic impacts outlined in this IS/MND, which are integrated into the proposed Project and thus considered in this section's analysis. According to the PVCCSP, each development project shall comply with the on-site and off-site street improvement recommendations and mitigation measures outlined in the subsequent traffic studies for each individual project, or as otherwise interpreted by the City Engineer (City of Perris, 2022b). Moreover, the PVCCSP EIR has outlined mitigation measures that individual projects must follow throughout their planning, design, construction, and permitting phases.

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Trans 1 (Standard Condition)	Standard Condition requiring Traffic Control Plan.	Project required mitigation measure

PVCCSP EIR Mitigation Measure	PVCCSP EIR Mitigation Measure Summary	Application to Project
PVCCSP Trans 2	Site distance from roadway will be subject to Standard City of Perris sight distance designs.	Project required mitigation measure; Included in Project design.
PVCCSP Trans 4	RTA will review plans for future bus stops in project area.	Project required mitigation measure; Included in Project approval process.
PVCCSP Trans 5	Construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.	Project required mitigation measure
PVCCSP Trans 7	Completion of project-level traffic study.	Included in Project submittal. Refer to Appendix I.
PVCCSP Trans 8	Coordination with North Perris Road and Bridge Benefit District for mitigation measures resulting from project-level traffic impact studies.	Project required mitigation measure; Included in Project approval process.

4.17.4 Environmental Impact Analysis

a) Would the project conflict with a program plan, ordinance, or policy addressing the circulation systems, including transit, roadway, bicycle and pedestrian facilities?

Finding: Less than Significant Impact with Mitigation Incorporated

Truck Routes

North Webster Avenue is designated by the City of Perris as a Secondary Arterial Road. It provides direct access to the Project site (from Ramona Expressway). However, neither North Webster Avenue nor Ramona Expressway are considered designated truck routes. Construction equipment and fuel delivery vehicle access is planned from the west side of North Webster Avenue into the Project site. The delivery vehicle route would extend approximately 300 feet north from Ramona Expressway and would exit on Brennan Avenue south towards Ramona Expressway again, also not passing any residences. The delivery vehicles would remain within the PVCCSP commercial zoning throughout their entire route. No aspect of the proposed Project would require a change to the North Webster Avenue designation as a Secondary Arterial. In order to reduce construction related impacts, the Project would implement mitigation measure Project Trans 1, which requires the posting of a sign facing south to north-bound traffic at 4063 North Webster Avenue to read “No Truck Traffic Beyond This Point.” Therefore, the proposed Project is consistent with the truck routes identified in the Circulation Element of the General Plan and the PVCCSP.

Public/Mass Transit

Regional bus service in Western Riverside County is provided by the Riverside Transit Agency (RTA). Currently, RTA operates two bus routes that travel through the Perris Valley Commerce Center Specific Plan area, routes 19 and 41 (City of Perris, 2022b). North Webster Avenue is listed as a potential route, but no plans have been put in place. No bus stops are identified near the Project site on North Webster Avenue and thus, would not be impacted. Therefore, the proposed Project is consistent with this aspect of the General Plan.

Bicycle and Pedestrian Facilities

The proposed Project would not involve work at any bus stops. Bicycle facilities in the Project area include a Class II bicycle lane on the south-bound side of North Webster Avenue and no marked bicycle lane on the north-bound side, which is the side closest to the Project (City of Perris, 2020). Thus, the proposed Project would not involve work within the bicycle lane. The proposed Project would not be used by bicycles. Therefore, there would be no change in number of cyclists using bicycle facilities in the Project area.

Pedestrian facilities in the Project area consist of sidewalks along the streets in the immediate vicinity of the Project. The proposed Project would not modify existing site access driveways and would extend the sidewalk into the Project site on North Webster Avenue.

Roadway Operations

The proposed Project would include on-road vehicular trips associated with construction activities such as worker commuter trips and delivery of construction materials and equipment. Project operation would include on-road vehicular traffic associated with worker trips, fuel deliveries (up to one delivery per day), and consumer trips to the fueling station. Implementation of PVCCSP MM Trans 2, 3, 4, 7, and 8 and Project Trans 1 would ensure design compatibility with road operations, resulting in less than significant impacts. The Project does not include a component that has the potential to conflict with the goals and policies of the City's Circulation Element relating to transit, roadway, bicycle, or pedestrian facilities.

Overall, potential impacts to circulation systems would be less than significant with mitigation incorporated.

b) Would the project conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Finding: Less than Significant Impact

CEQA Guidelines Section 15064.3(b) indicates that vehicle miles traveled (VMT) is the most appropriate measure for transportation impacts. In December 2018, the Office of Planning and Research (OPR) provided an updated Technical Advisory to evaluate transportation impacts in CEQA. The advisory suggests that a project generating or attracting fewer than 110 one-way trips per day generally may be assumed to cause a less than significant transportation impact (OPR, 2018).

The Traffic Analysis Technical Memorandum prepared for the Project (Appendix I) includes the following discussion regarding VMT and energy use:

"The energy use impact is a metric that measures the quantity of conventional fuel that was shifted to clean, domestic, economical sources, such as alternative fuels, or saved through efficiency improvements. The energy use impact is measured in gasoline gallon equivalents (GGEs), which represents a quantity of fuel with the same amount of energy contained in a gallon of gasoline. The trend for alternative fuels such as CNG and biodiesel has been generally increasing over the last 20 years. The hydrogen alternative fuel has remained relatively flat. Additionally, as more vehicles come online that use alternative fuels, the fuel economy improvement increases as well as the vehicle-miles traveled (VMT) reductions. The VMT reductions are consistent with the goals set forth in Senate Bill 743 (SB 743)."

The project proposes CNG and H2 fueling dispensers and is therefore consistent with the State's greenhouse gas reduction goals; as such, the project is screened out from detailed VMT analysis. Potential impacts would be less than significant and no mitigation measures are warranted.

c) Would the project substantially increase hazards to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Finding: Less than Significant Impact

Site access is available at the existing entrance to the Chevron fueling station. The Project would include widening of the existing driveway located to the south of the Project in order to connect the existing Chevron fueling station with the Project site. The Project has been designed to ensure driveway intersections and internal circulation are safe with adequate sight distance, driveway widths are appropriate for the Project and City standards, and stop signs are placed where necessary for entering and exiting the Project site. This would eliminate any Project impacts due to a geometric design feature. Potential impacts to geometric design features would be less than significant and no mitigation is warranted.

d) Would the project result in inadequate emergency access?

Finding: Less than Significant Impact

Construction work in the street associated with the Project would generally be limited to street frontage improvements and lateral utility connections (i.e., water, sewer) that would be limited to nominal potential traffic diversion. The Project would provide emergency vehicle access and adequate turning radius for emergency vehicles within the Project site. Control of access would ensure emergency access to the Project site and Project area during construction through the submittal and approval of a traffic control plan (TCP). Reference PVCCSP Air 2 for the TCP. The TCP is designed to mitigate any construction circulation impacts. Any potential impacts during construction are considered less than significant.

Following construction, emergency access to the Project site and area would remain as it was prior to the proposed Project. Emergency Text updated to describe emergency access. access will continue to be from North Webster Avenue and Ramona Expressway.

The proposed Project is required to comply with Fire Department requirements for adequate access. Project site access and circulation would provide adequate access and turning radius for emergency vehicles, consistent with the Fire Department's requirements. Any impacts during operation are considered less than significant and no mitigation is required.

4.17.5 Mitigation Measures

PVCCSP Trans 2: Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.

PVCSSP Trans 4: Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that would serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.

PVCCSP Trans 7: Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are found to be infeasible, the implementing development project applicant will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.

PVCCSP Trans 8: Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of the project level mitigation that is included in NPRBBD.

Project Trans 1: During all construction activity, a sign will be posted within the boundaries of 4063 North Webster, on the east side of North Webster Avenue. The sign will be facing south to north-bound traffic. The sign will read "No Truck Traffic Beyond This Point" as a reminder to trucks to remain within the PVCCSP commercial zoning and not to use the secondary arterial road as a truck delivery route.

4.17.6 Conclusion

Implementation of PVCCSP Trans 1 through 8 (excluding 5 and 6), and Project Trans 1 would reduce potential impacts of the Project associated with noise to a less than significant level.

4.18 TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☒	☐	☐

4.18.1 Regulatory Setting

Signed into law in 2004, SB 18 requires that cities and counties notify and consult with California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Cities and counties must provide general and specific plan amendment proposals to California Native American tribes that the NAHC has identified as having traditional lands located within the city's boundaries. If requested by the Native American tribes, the city must also consult with the tribes before adopting or amending their general and specific plans.

AB 52 (Chapter 532, Statutes of 2014) requires lead agencies to consider the effects of projects on tribal cultural resources and to conduct consultation with federally and non-federally recognized Native American Tribes early in the environmental planning process. The goal of AB 52 is to include California Tribes in determining whether a project may result in a significant impact to tribal cultural resources that may be undocumented or known only to the Tribe and its members. This bill specifies that a project that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. AB 52 defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe" that are either included or determined to be eligible for inclusion in the CRHR or included in a local register of historical resources (PRC § 21074 (a)(1)).

AB 52 requires that prior to determining whether a Negative Declaration, MND, or Environmental Impact Report (EIR) is prepared for a project, the lead agency must consult with California Native American Tribes, defined as those identified on the contact list maintained by the NAHC, who are traditionally and culturally

affiliated with the geographic area of the proposed Project, and who have requested such consultation in writing. Consultation must be initiated by a lead agency within 14 days of determining that an application for a project is complete or that a decision by a public agency to undertake a project. The lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American Tribes that have requested notice. At the very least the notice should consist of at least one written notification that includes a brief description of the proposed Project and its location, the lead agency contact information, and a notification that the California Native American Tribe has 30 days to request consultation pursuant to this section. The lead agency shall begin the consultation process within 30 days of receiving a California Native American Tribe's request for consultation. According to PRC §21080.3.2(b), consultation is considered concluded when either the parties agree to measure to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource, or a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.

4.18.2 Environmental Setting

The Tribal Cultural Resources Section has been prepared pursuant to the Cultural Resources Survey Report prepared for the Project (Appendix C). The climate of the Project area is that typical of cismontane Southern California, which, on average, is warm and rather dry. This climate is classified as Mediterranean or "summer-dry subtropical." Temperatures seldom fall below freezing or rise above 100 degrees Fahrenheit. The limited precipitation occurs primarily during the summer months. The Perris Valley originally contained perennial grasses, which have primarily been replaced by non-native weeds and grasses. Human occupation of coastal southern California dates back at least 10,000 years before present (BCE). Four cultural periods of precontact occupation of California during the Holocene Epoch (10,000 years BCE to present) are discussed below: the Early Holocene Period, the Early Horizon Period, the Middle Horizon Period, and the Late Horizon Period. The Project area is in the territory known ethnographically to have been occupied by the Luiseño, a Takic-speaking people. The term Luiseño was given by the Spanish to the native groups living in the area under the influence of Mission San Luis Rey (Appendix C).

4.18.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines relevant to tribal cultural resources. The PVCCSP EIR did not analyze tribal cultural resources under its own threshold, as it was not included as its own topic with thresholds in State CEQA Guidelines Appendix G at the time the PVCCSP EIR was written and certified. However, the PVCCSP EIR did discuss impacts related to cultural resources in thresholds in the Cultural Resources section. The PVCCSP EIR identified mitigation measures that individual projects must adhere to during planning, design, construction and permitting. The mitigation measures contained in the PVCCSP EIR relative to Tribal Cultural Resources are reflected in the mitigation measures for Cultural Resources as discussed above in Section 4.5.

4.18.4 Environmental Impact Analysis

a) Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

Finding: Less Than Significant With Mitigation Incorporated

The City sent SB18 and AB 52 consultation letters via mail on November 29, 2023 regarding the Project to the following California Native American tribes that may have knowledge regarding tribal cultural resources in the Project vicinity:

- Agua Caliente Band of Cahuilla Indians
- Morongo Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño Indians

The City received requests for consultation from the following:

- November 29, 2023 - Staff (Vivian) sent out AB52 and SB18 letters via mail.
- December 6, 2023 – received AB52 letter from Agua Caliente. City will pass along cultural report.
- December 28, 2023 – received a letter from Rincon Band of Indians requesting SB18. City staff sent email to request dates and time to consult.
- December 28, 2023 – received an email from Morongo requesting mass grading maps, record search, and tribal monitors, shapefiles, and geotechnical reports. Staff responded, letting the tribe know that there is an existing home at the Project site.
- January 9, 2024 – Pechanga tribe sent an email SB18 response to city staff. The tribe wants to be notified in the CEQA process. They also requested all copies of documents (reports, drafts, ect.) City staff emailed back with a link of requested information to request dates and times for consultation.
- January 9, 2024 – Pechanga tribe sent an email AB52 response to staff. The tribe wants to be notified in the CEQA process. They also requested all copies of documents (reports, drafts, ect.)

City staff emailed back with a link of requested information to request dates and times for consultation.

- January 10, 2024 – The Morongo Tribe responded by email asking for AB52 and SB18. City staff responded and will pass along the Cultural Report. The staff forwarded the updated site plan, grading plan, and geotechnical report as requested by the Morongo Tribe. Consultation will occur after review of the Cultural Report.
- January 15, 2024 - Rincon requested documents via email including a cultural survey, arch site records, shape files, arch search results, geotechnical report and grading plans. City Staff responded via email and provided the Rincon Tribe with geotechnical report, grading plans and Project plans to reference. City staff will provide the Cultural Report.
- February 22, 2024 - Staff received the cultural and Paleo reports for the project site. Both reports sent to Morongo and Rincon with request to consultant via email.
- April 2, 2024 – Rincon requested Geotech and draft mitigation by email (Cheryl Madrigal). Sent Geotech with draft mitigation. City followed up with Morongo on the February 26th email to see if they would like to consult.
- April 15, 2024 – consulted with Morongo tribe (Ann variety). Staff agreed to add No pictures and to add their tribe (Serrano tribe to all cultural mitigation).

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Finding: Less Than Significant With Mitigation Incorporated

Prior to fieldwork, Stantec performed a cultural resources literature and records search of the Project site and a 0.25-mile buffer. The records search and literature review provide a better understanding of the types of cultural resources that may be expected to occur within the Project area. This review included a CHRIS records search; an examination of historical USGS topographic quadrangle maps; and a review of secondary sources to determine the extent of previous inventories, previously recorded cultural resources, and historic-period activity in or near the Project site.

On September 11, 2023, Stantec archaeologist, Ben Kerridge, M.A., conducted an in-person CHRIS records search at the at the EIC at the University of California, Riverside. The purpose of this records search was to document all previous cultural resources studies and previously recorded cultural resources within a 0.25-mile radius of the Project area.

As shown in Table 21 – Previous Studies Encompassing the Project area, two cultural resources studies covered all or portions of the Project area, according to CHRIS data. Report RI-4211 describes the results of an intensive-level pedestrian survey conducted in 1999 that included the entire Project area (Love and

Tang, 1999, as referenced in Appendix C), and RI-7538 describes the results of a reconnaissance-level "windshield survey" of the Project area performed in 2007 (Tang et al., 2007, as referenced in Appendix C).

Both were negative for cultural resources within the current Project site.

Table 2121. Previous Studies Encompassing the Project area

Report No.	Year	Author(s)	Title	Affiliation	Resources
RI-4211	1999	Bruce Love and Bai "Tom" Tang	Identification and Evaluation of Historic Properties: Perris Valley Industrial Corridor Infrastructure Project near the City of Perris, Riverside County, California	CRM TECH	Sites 33-7623, 33-7674, and 33-8699 to 33-8703
RI-7538	2007	Bai "Tom" Tang, Michael Hogan, Clarence Bodmer, Josh Smallwood, and Melissa Hernandez	Cultural Resources Technical Report, North Perris Industrial Specific Plan, City of Perris, Riverside County, California.	CRM TECH	None

EIC records indicate that four additional cultural resources reports have been conducted outside of the Project area but within the 0.25-mile search radius. Together they encompass about 75 percent of the land area in the 0.25-mile search radius. Table 22 – Previous Studies within the 0.25-mile Buffer lists these studies and describes the results of one survey and three monitoring programs between 2013 and 2018.

Table 2222. Previous Studies within the 0.25-mile Buffer

Report No.	Year	Author(s)	Title	Affiliation	Resources
RI-09054	2013	Jean A. Keller	A Phase I Cultural Resources Assessment of Tentative Parcel Map 36512, APN 314-170-005, 013 Thru 016; 314-140-056; 314-180-001, 007, 009,010, 011,013,014	Cultural Resources Consultant	None
RI-09277	2015	Danel Ballester	Archaeological/Paleontological Monitoring Program ORE Industrial; Perris Valley Logistics; Tentative Parcel Map No. 36010 Project in The	CRM TECH	None

Report No.	Year	Author(s)	Title	Affiliation	Resources
			City of Perris, Riverside County, California CRM TECH Contract No. 2783		
RI-10199	2014	Phil Fulton	Discovery and Monitoring Plan for The Mid County Parkway	LSA ASSOCIATES INC	Sites 33-016598, 33-019862, 33-019863, 33-019864, 33-019865, 33-019866
RI-10393	2018	Ivan Sturdwick	Results of Archaeological Monitoring for the 68.48 Acre Optimus Logistics Center Project At I-215 And Ramona Expressway In Perris, Riverside County, California (Tentative Parcel Map 35682	LSA ASSOCIATES INC	None

The CHRIS records search identified zero previously recorded cultural resources within the Project site, and one previously recorded historic-era cultural resource within the 0.25-mile buffer, as shown in Table 23 – Previously Recorded Resources within 0.25-miles of the Project area. Originally recorded in 1982, Site 33-007674 represents the former location of the Val Verde School. A survey in 1999 confirmed that the school had been demolished (Love and Tang, 1999).

Table 2323. Previously Recorded Resources within 0.25-miles of the Project area

Primary No.	Other IDs	Type	Age	Attribute Codes	OHP Status Code	Within Project area?
P-33-007674	Val Verde School	Built Environment	Historic	NA	Not Evaluated	No

The NAHC maintains the confidential SLF, which records sites of traditional, cultural, or religious value to Native American tribes. A request for an SLF search was sent to the NAHC and the search was conducted on 13 October 2023. The results of the file search were positive for TCRs. Specific information on the nature of the TCRs was not provided, nor did the NAHC specify if the TCRs are within the Project area or nearby. The NAHC also noted that tribes do not always record their sacred sites in the SLF, nor are they required to do so, and a SLF search is not a substitute for AB 52 consultation with tribes that are traditionally and culturally affiliated with the Project's geographic area.

A search of BLM-GLO records indicates that a land patent including the subject property was issued to Mr. Beverly A. Statton on August 20, 1890 (BLM Serial Nr. CACAAA 082280). The purchase certificate reads, in part:

"Whereas Beverly A. Stratton of San Diego County has deposited in the General Land Office of the United States a Certificate of the Register of the Land Office at Los Angeles, California, whereby it appears that full payment has been made by the said Beverly A. Stratton, according to the provisions of the Act of Congress of the 24th of April 1820, entitled "An Act making further provisions for the sale of the Public Lands," and the acts supplemental thereto, for the West half of the South West quarter and the Lots numbered one, two, and five of Section Six in Township four South of Range three West of San Bernardino Meridian in California containing one hundred and sixty two acres and seventy hundredths of an acre."

No other transactions are recorded for this parcel. Archival research has revealed no additional information on Beverly Statton, and he does not appear to be a person significant in the history of California.

A review of historical USGS topographical maps from 1954 to the present shows no development on the subject property; no roads, structures, or trails are indicated. The only development in the immediate vicinity is Val Verde School, outside of the Project area to the south. Historical aerials from 1958 to the present indicate that the property had been graded by 1958—presumably for agricultural use—but remained otherwise undeveloped. By 1985, the residential structure on the western edge of property was present. The property has remained substantially unchanged since 1985.

As discussed above, to avoid potential adverse effects to tribal cultural resources, Project Cultural 1 has been included to provide for Native American and archaeological monitoring of excavation and grading activities to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities. No information has been provided to the Lead Agency indicating any likelihood of uncovering tribal cultural resources on the Project site, there are no known tribal cultural resources on or adjacent to the Project site, and no potentially significant impacts are anticipated. Additionally, as described previously, California Health and Safety Code, Section 7050.5 and Project Cultural 2 require that if human remains are discovered in the Project site, disturbance of the Project site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with implementation of the mitigation measures related to tribal cultural resources, impacts to TCRs would be less than significant and no new substantial environmental impacts would occur in comparison to the PVCCSP EIR.

4.18.5 Mitigation Measures

No mitigation measures specific to Tribal Cultural Resources are required. PVCCSP EIR mitigation measures that would be implemented as part of the proposed Project were addressed in Section 4.5 – Cultural Resources, which also serve to mitigate impacts to Tribal Cultural Resources. These measures include PVCSSP Cultural 5-1 and 5-2.

PVCCSP Cultural 5-1: Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of

the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground disturbing activities and shall be empowered to temporarily halt or divert ground disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced. In the event that archaeological resources are discovered at the project or within the off-site improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to, an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. Non-Native

American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, [EIC] and the Luiseño tribe(s) involved with the project.

PVCCSP Cultural 5-2: In the event that human remains (or remains that may be human) are discovered at the Project site of within the off-site Project improvement areas during ground disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the “Most Likely Descendent” (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC’s identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).

4.18.6 Conclusion

Implementation of PVCCSP Cultural 4 and Cultural 6 would reduce potential impacts of the Project associated with tribal cultural resources to a less than significant level.

Page Intentionally Blank

4.19 UTILITIES AND SERVICE SYSTEMS

UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supply available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☒
c) Result in a determination by the wastewater treatment provider which serves tor may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

4.19.1 Regulatory Setting

The City of Perris General Plan—Conservation Element: Sustainable Community Section has goals pertaining to the utilities and services for the proposed Project. These goals, policies, and measures are included below:

Goal I: Encourage project designs that support the use of alternative transportation facilities.

Policy IX.A: Encourage land uses and new development that support alternatives to the single occupant vehicle.

Implementation Measure IX.A.1: Encourage installation of shared vehicle parking and support facilities within new and refurbished commercial and industrial developments, i.e., dual fuel vehicles and charging systems on site, carpool parking, and bus stop shelters.

4.19.2 Environmental Setting

Southern California Edison (SCE) is the electricity provider for the Project site, providing power to 15 million customers in central, coastal, and southern California. More than 28 percent of the electricity SCE provided customers in 2016 came from eligible renewable sources (as defined by the CEC). In response to SB 100

and 1078, SCE expects to be to derive 50 percent of its power from eligible renewable sources by 2030 (SCE, 2023). SCE derives electricity from varied energy resources including fossil fuels; hydroelectric generators; nuclear power plants; geothermal power plants; solar power generation; and wind farms. Natural gas would be provided to the proposed Project by Southern California Gas (SoCalGas). Project-related vehicle trip energy consumption would be predominantly gasoline and diesel fuel. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the patrons and employees of the proposed Project via commercial outlets. Project landscaping would utilize recycled water from Eastern Municipal Water District. Irrigation and landscape plans would include two irrigation meters; one for offsite landscaping and one for onsite landscaping.

4.19.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include Standards and Guidelines directly relative to utilities. There were no mitigation measures contained in the PVCCSP EIR for utility and service system impacts.

4.19.4 Environmental Impact Analysis

a) Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electrical power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

Finding: Less than Significant Impact

The proposed Project consists of hydrogen fueling facilities that would not require water to operate. Operation of the hydrogen fueling facilities would also not generate wastewater or change storm drainage patterns on site. No wastewater improvements are proposed with this scope of work. Private storm drainage improvements are proposed, have been designed, and a Project specific WQMP has been prepared and is in review with the City of Perris (Appendix G – Preliminary Water Quality Management Plan). Under the post-development conditions, drainage is directed away from the existing southern development and surface runoff flows to curb cuts along the northern edge and into two Modular Wetland units for water quality treatment as on-site infiltration is infeasible. Any runoff within the diesel dispensers and its canopy are directed into a Contech CDS unit prior to discharging into the Modular Wetland. All discharge from the Project site ultimately would connect to the existing public storm drain, a 52-inch pipe located within North Webster Avenue to the west.

No natural gas or telecommunication facilities would be required. Electrical power would be necessary for operation of the proposed hydrogen fueling facilities. The Project site has existing electrical facilities, as it currently operates as a convenience store and fueling station and would require an additional electrical unit. Connections would be beneath existing asphalt concrete on the Project site. Therefore, the impact would be less than significant, and no mitigation is warranted.

b) Would the project have sufficient water supply available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Finding: No Impact

The proposed Project consists of hydrogen fueling facilities for FCEVs. Refueling FCEVs would generate no demand for water. Project landscaping would utilize recycled water from Eastern Municipal Water District. Irrigation and landscape plans would include two irrigation meters; one for offsite landscaping and one for onsite landscaping. No impacts to water supply would occur and no mitigation is warranted.

c) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that is has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Finding: Less than Significant Impact

The hydrogen fuel facilities, such as the fuel dispensers, would generate no wastewater. While stopped at the fueling station, customers may choose to use restroom facilities at the existing convenience store on the Project site. When the Project first becomes operational, the customers would not be a substantial generator of wastewater, as it would be only an incremental increase in the number of restroom visits. It is unlikely every customer using the hydrogen fueling facilities would utilize the restroom. As the popularity of FCEVs increases and more people utilize the proposed hydrogen fueling facilities, the net number of customers to the Project site would remain relatively consistent with existing conditions, as FCEVs would replace conventional cars. Accordingly, the proposed Project would not generate wastewater in excess of existing treatment capacity. Therefore, the impact to wastewater treatment providers would be less than significant and no mitigation is warranted.

d) Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Finding: Less than Significant Impact

Refueling vehicles would generate no new sources of solid waste. However, while stopped at the fueling station, customers may choose to discard small amounts of solid waste from their vehicles or from goods purchased in the existing convenience store on the Project site. However, when the Project first becomes operational, customers per day would not be a substantial generator of solid waste. As the popularity of FCEVs increases and more people utilize the proposed hydrogen fueling facilities, the net number of customers to the Project site would remain relatively consistent with existing conditions, as FCEVs would replace conventional cars. Accordingly, the proposed Project would not generate solid waste in excess of state or local standards or the capacity of local infrastructure. The proposed Project would comply with regulations related to solid waste. Impacts to solid waste standards would be less than significant and no mitigation is warranted.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Finding: Less than Significant Impact

The proposed Project would not generate solid waste in excess of state or local standards or the capacity of local infrastructure. The proposed Project would comply with regulations related to solid waste. Impacts to solid waste regulations would be less than significant and no mitigation is warranted.

4.19.5 Mitigation Measures

No mitigation measures associated with impacts to utilities and service systems apply to the proposed Project.

4.19.6 Conclusion

Potential impacts of the Project associated with utilities and service systems would be less than significant and no mitigation would be required.

4.20 WILDFIRE

WILDFIRE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones;				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

4.20.1 Regulatory Setting

The City of Perris General Plan Safety Element establishes goals for the community's safety regarding wildfire within the City of Perris. The General Plan goals and policies which apply to the proposed Project include the following:

Goal S-5: A community prioritizing fire hazard reduction and mitigation for residents, businesses, and visitors.

Policy S-5.3: Promote new development and redevelopment in areas of the City outside the VHFHSZ and allow for the transfer of development rights into lower-risk areas, if feasible.

Policy S-5.6: All developments throughout the City Zones are required to provide adequate circulation capacity, including connections to at least two roadways for evacuation.

Policy S-5.8: Adopt State Fire Safe Regulations as necessary for new development and require verification of adequate water supply, adequate ingress/egress for evacuation purposes, proper use of building design and materials, and proper treatment of fuels to reduce fire vulnerability.

Policy S-5.9: Ensure that the City maintains adequate facilities and fire service personnel in conformance with the Riverside County Fire Department's Fire Strategic Plan.

Policy S-510: Ensure that existing and new developments have adequate water supplies and conveyance capacity to meet daily demands and firefighting requirements.

4.20.2 Environmental Setting

Within the Safety Element of the General Plan, the City of Perris has been identified as a Community at Risk by the California Fire Alliance and was assigned the highest category for wildfire risk based on available vegetative fuel sources, terrain, and ease of access by firefighting equipment (City of Perris, 2021). Additionally, severe wind events (commonly referred to as Santa Ana winds) can increase the wildfire threat as winds can transport embers far distances, igniting structures within the City. Parts of Perris are within a Very High Fire Hazard Severity Zone and the western end of Riverside County is more susceptible to wildfire than the eastern end of the County (County of Riverside Emergency Management Department, 2023).

The Safety Element indicates the Project site is situated away from high fire risk areas and distant from hillsides prone to fires. The Project site is not located within a Wildfire Constraint Area from the City of Perris General Plan (City of Perris, 2011). There are no wildland conditions in the immediate vicinity of the Project site because the parcel is zoned PVCCSP Residential and is adjacent to Commercial and Light Industrial areas. According to the PVCCSP, all water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department (City of Perris, 2022b).

According to the CAL FIRE Severity Zone Map, the Project is located within a Local Responsibility Area and is not located within a State Responsibility Area or a Fire Hazard Severity Zone (CAL FIRE, 2023). The City of Perris began contracting with the Riverside County Fire Department for fire and emergency services in 1983 (City of Perris, 2023b). The City of Perris has 27 firefighters assigned to two fire stations (210 W. San Jacinto Ave and 333 Placentia Avenue). A new fire station (occupying a business park) is located along Rider Street. The City of Perris has a daily staffing of one engine, one truck company, and one squad. Riverside County Fire Department has five stations within the City of Perris (County of Riverside Fire Department, 2021). The nearest fire station is the City of Perris Station #2 but is also referred to as Riverside County Fire Department Station 90-North Perris City Battalion 1 (County of Riverside Fire Department, 2021). The station is approximately 2.15 miles southeast of the Project site, located at 333 Placentia Avenue within the City of Perris.

In addition, the CAL FIRE/Riverside County Fire Department's Emergency Command Center is located in the City of Perris and is one of the largest regional fire service organizations in California (County of Riverside Emergency Management Department, 2019). The Emergency Service Center provides dispatch services to all unincorporated county areas, 21 Contract Cities (including Perris), a Community Service District, the Idyllwild Fire Protection District, and two Tribal Fire Departments which are dispatched and coordinated as a single fire department creating an efficient environment for automatic-aid.

4.20.3 Applicable PVCCSP Standards and Mitigation Measures

The PVCCSP does not include any Standards and Guidelines pertinent to the evaluation of wildfire. There were also no mitigation measures in the PVCCSP EIR for wildfire impacts. Instead, the PVCCSP EIR utilized PVCCSP Air 2 to reduce wildfire risk.

4.20.4 Environmental Impact Analysis

a) Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Finding: Less than Significant

The Project site is not located within a Very High Fire Hazard Severity Zone (CAL FIRE, 2023). The PVCCSP does not have an adopted emergency response plan or evacuation plan and the City of Perris General Plan's Safety Element does not consider the Project site to be within a Wildfire Constraint Area. Therefore, no impacts associated with wildfire would occur and no mitigation is warranted.

b) Would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Finding: Less than Significant

The Project site is not located within a Very High Fire Hazard Severity Zone (CAL FIRE, 2023). The Project site would not expose Project occupants to pollutant concentrations because the Project site is predominantly flat and is situated away from high fire risk areas and distant from hillsides prone to fires. Therefore, impacts associated with wildfire would be less than significant and no mitigation is warranted.

c) Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Finding: Less than Significant

The Project site is currently zoned PVCCSP Residential, is adjacent to a Commercial area, and would be amended to be zoned PVCCSP Commercial. The Project has been designed in accordance with the PVCCSP which requires that all water facilities shall be sized to provide adequate fire protection per the requirements of the City of Perris Building and Safety Department (City of Perris, 2022b).

The location of existing fire hydrants is sufficient and compliant with City code and the PVCCSP (City of Perris, 2022b), which would not exacerbate fire risk. The Project would require the installation of power to serve the Project, as well as other utilities (sewer, water, multiple types of gas, cable), which would be underground, and their installation has been designed in accordance with the utility providers' regulations and the City of Perris Building and Safety Department. Underground utilities would not exacerbate fire risk. Therefore, the Project would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, impacts associated with wildfire would be less than significant, and no mitigation is warranted.

d) Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Finding: No Impact

The Project site is not located within a Very High Fire Hazard Severity Zone (CAL FIRE, 2023). The Project site does not have any natural drainages or waterways and is designated as Zone X within Flood Insurance Rate Maps issued by the Federal Emergency Management Agency, which is an area of moderate and minimal flood risk. The Project site is located approximately 3.3 miles west of Lake Perris (Perris Reservoir). Based on a review of Exhibit 4.5-12, Dam Inundation Map, City of Perris General Plan, the Project site is not within the Main Dam Inundation Area. Given the Project site is relatively flat and no near any bodies of water, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, no impacts associated with wildfire would occur and no mitigation is warranted.

4.20.5 Mitigation Measures

No mitigation measures associated with impacts to wildfire apply to the proposed Project.

4.20.6 Conclusion

Potential impacts of the Project associated with wildfire would be less than significant and no mitigation would be required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

4.21.1 Environmental Impact Analysis

a) Would the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Finding: Less than Significant Impact with Mitigation Incorporated

Based on the evaluation completed for this IS/MND, construction of the Project has the potential to result in potential impacts to nesting birds, but they would be mitigated based on measures incorporated within the Mitigation Monitoring and Reporting Program.

The Project's potential effects on historic and archaeological resources are described in Section 3.5, *Cultural Resources*; no resources are known to be present within the Project footprint. This finding was based upon a cultural resources records review of the Project area. Implementation of mitigation measures PVCCSP Cultural 4 and Cultural 6 would reduce the potential for Project-related impacts to cultural resources to less than significant.

b) Would the project have impacts that are individually limited, but cumulative considerable? ("Cumulative considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?

Finding: Less than Significant Impact

The Project involves construction and operation of a hydrogen and CNG fueling station. As identified in the analysis, all potential impacts can be mitigated to less than significant. The Project is consistent with the land use and zoning of the Project site and does not include any component with the potential to result in cumulatively considerable impacts. The Project's potential cumulative impacts would be less than significant.

c) Would the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Finding: Less than Significant Impact

Based on the results of the IS/MND, the Project is not expected to have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts would be less than significant.

5.0 MITIGATION MONITORING AND REPORTING PROGRAM

The following mitigation measures shall apply to the Perris Hydrogen and CNG Fueling Station Project to reduce identified impacts to less than significant levels.

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
PVCCSP Air 2	Each individual implementing development project shall submit a traffic control plan prior to the issuance of a grading permit. The traffic control plan shall describe in detail safe detours and provide temporary traffic control during construction activities for that project. To reduce traffic congestion, the plan shall include, as necessary, appropriate, and practicable, the following: temporary traffic controls such as flag person during all phases of construction to maintain smooth traffic flow, dedicated turn lanes for movement of construction trucks and equipment on- and off-site, scheduling of construction activities that affect traffic flow on the arterial system to off-peak hour, consolidating truck deliveries, rerouting of construction trucks away from congested streets or sensitive receptors, and/or signal synchronization to improve traffic flow.	Prior to the issuance of a grading permit.	Landowner and/or Applicant	City of Perris Building Division	
PVCCSP Air 3	To reduce fugitive dust emissions, the development of each individual implementing development project shall comply with SCAQMD Rule 403. The developer of each implementing project shall provide the City of Perris with the SCAQMD-approved dust control plan, or other sufficient proof of compliance with Rule 403, prior to grading permit issuance. Dust control measures shall include, but are not limited to: • Requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 20 days or more, assuming no rain). • Keeping disturbed/loose soil moist at all times.	Prior to grading permit issuance.	Landowner and/or Applicant	SCAQMD/City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	• Requiring trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered. • Installation of wheel washers or gravel construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip. • Posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved portions of the project site. • Suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour. • Appointment of a construction relations officer to act as a community liaison concerning on-site construction activity including resolution of issues related to PM-10 generation. • Sweeping streets at the end of the day if visible soil material is carried onto adjacent paved public roads and use of SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks when sweeping streets to remove visible soil materials. • Replacement of ground cover in disturbed areas as quickly as possible.				
PVCCSP Air 4	Building and grading permits shall include a restriction that limits idling of construction equipment on site to no more than five minutes.	Prior to Project construction activities.	Landowner and/or Applicant	City of Perris Building Division	
PVCCSP Air 5	Electricity from power poles shall be used instead of temporary diesel or gasoline powered generators to reduce the associated emissions. Approval will be required by the city the City of Perris Building Division prior to issuance of grading permits.	Prior to issuance of grading permits.	Landowner and/or Applicant	City of Perris Building Division.	
PVCCSP Air 6	The developer of each implementing development project shall require, by contract specifications, the use of alternative fueled off-road construction equipment, the use of construction equipment that demonstrates early compliance with off-road	Prior to issuance of grading permits.	Landowner and/or Applicant	City of Perris Building Division.	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	equipment with the CARB in-use off-road diesel vehicle regulation (SCAQMD Rule 2449) and/or meets or exceeds Tier 3 standards with available CARB verified or USEPA certified technologies. Diesel equipment shall use water emulsified diesel fuel such as PuriNOx unless it is unavailable in Riverside County at the time of project construction activities. Contract specifications shall be included in project construction documents, which shall be reviewed by the City of Perris Building Division prior to issuance of a grading permit.				
PVCCSP Air 7	During construction, ozone precursor emissions from mobile construction equipment shall be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the City of Perris Building Division. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction. Compliance with this measure shall be subject to periodic inspections by the City of Perris Building Division.	During construction activities.	Landowner and/or Applicant	City of Perris Building Division	
PVCCSP Air 8	Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.		Landowner and/or Applicant	City of Perris	
PVCCSP Air 9	To reduce VOC emissions associated with architectural coating, the project designer and contractor shall reduce the use of paints and solvents by utilizing pre-coated materials (e.g., bathroom stall dividers, metal awnings), materials that do not require painting, and require coatings and solvents with a VOC content lower than required under Rule 1113 to be utilized. The construction contractor shall be required to utilize "Super-Compliant" VOC paints, which are defined in SCAQMD's Rule 1113. Construction specifications shall be included in building specifications that assure these requirements are implemented. The specifications for each	Prior to issuance of building permit.	Landowner and/or Applicant	City of Perris Building Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	implementing development project shall be reviewed by the City of Perris Building Division for compliance with this mitigation measure prior to issuance of a building permit for that project.				
PVCCSP Air 10	To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available URBEMIS model, or other analytical method determined by the City of Perris as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the City of Perris in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.	Prior to approval of CEQA document.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Air 11	Signage shall be posted at loading docks and all entrances to loading areas prohibiting all on-site truck idling in excess of five minutes.	Prior to issuance of building permits.	Landowner and/or Applicant	City of Perris Building Division	
PVCCSP Air 13	In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, CARB regulations, and importance of not parking in residential areas. If trucks older than 2007 model year would be used at a facility with three or more dock-high doors, the developer/successor-in-interest shall require, within one year of signing a	Prior to construction activities.	Landowner and/or Applicant	SCAQMD	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, VIP [On-road Heavy Duty Voucher Incentive Program], HVIP [Hybrid and Zero- Emission Truck and Bus Voucher Incentive Project], and SOON [Surplus Off-Road Opt-in for NOx] funding programs, as identified on SCAQMD's website (http: //www.aqmd.gov). Tenants would be required to use those funds, if awarded.				
PVCCSP Air 19	In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the City shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable City Department (e.g., City of Perris Building Division) prior to conveyance of applicable streets.	Prior to issuance of building permits.	Landowner and/or Applicant	City of Perris Building Division	
Project Air 1	Exhaust emissions shall be minimized during construction activities with the use of off-road equipment engines that meet or exceed CARB's Tier 4 engine emissions standards for off-road equipment exceeding 50 horsepower (hp). At a minimum, all construction equipment shall be certified as compliant with the Tier 4 engine emissions standards as provided in CCR, Title 13, section 2423(b)(1)(B). Engines can achieve these standards through the use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after treatment products, add-on devices such as particulate filters, or other options as they become available.	During construction activities.	Landowner and/or Applicant	SCAQMD	
PVCCSP Bio 1	In order to avoid violation of the Migratory Bird and Treaty Act (MBTA) and the California Fish and Game Code, site preparation activities (removal of trees and vegetation) for the Project shall be avoided, to the greatest extent possible, during the nesting season of potentially occurring native and migratory bird species. If site-preparation activities are proposed during the nesting/breeding season, the Project	During construction activities.	Landowner and/or Applicant	City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	proponent shall retain a qualified biologist to conduct a pre-activity field survey prior to the issuance of grading permits for the Project to determine if active nests of species protected by the MBTA or the California Fish and Game Code are present in the construction zone. If active nests are not located within the Project site and an appropriate buffer of 500 feet of an active listed species or raptor nest, 300 feet of other sensitive or protected bird nests (non-listed), or 100 feet of sensitive or protected songbird nests, construction may be conducted during the nesting/breeding season. However, if active nests are located during the pre-activity field survey, the biologist shall immediately establish a conservative avoidance buffer surrounding the nest based on their best professional judgement and experience. The biologist shall monitor the nest at the onset of Project activities, and at the onset of any changes in such Project activities (e.g., increase in number or type of equipment, change in equipment usage, etc.) to determine the efficacy of the buffer. If the biologist determines that such Project activities may be causing an adverse reaction, the biologist shall adjust the buffer accordingly or implement alternative avoidance and minimization measures, such as redirecting or rescheduling construction or erecting sound barriers. All work within these buffers will be halted until the nesting effort is finished (i.e., the juveniles are surviving independent from the nest). The on-site qualified biologist will review and verify compliance with these nesting avoidance buffers and will verify the nesting effort has finished. Work can resume within these avoidance areas when no other active nests are found. Upon completion of the survey and nesting bird monitoring, a report shall be prepared and submitted to the City of Perris Planning Division for mitigation monitoring compliance record keeping.				
PVCCSP Cultural 5-1	Prior to the issuance of grading permits, the project proponent/developer shall retain a professional archaeologist meeting the Secretary of the Interior's	Prior to issuance of grading permits.	Landowner and/or Applicant	City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	Professional Standards for Archaeology (U.S. Department of Interior 2012; Registered Professional Archaeologist preferred). The primary task of the consulting archaeologist shall be to monitor the initial ground disturbing activities at both the subject property and any off-site project-related improvement areas for the identification of any previously unknown archaeological and/or cultural resources. Selection of the archaeologist shall be subject to the approval of the City of Perris Director of Development Services and no ground disturbing activities shall occur at the site or within the off-site improvement areas until the archaeologist has been approved by the City. The archaeologist shall be responsible for monitoring ground disturbing activities, maintaining daily field notes and a photographic record, and for reporting all finds to the developer and the City of Perris in a timely manner. The archaeologist shall be prepared and equipped to record and salvage cultural resources that may be unearthed during ground disturbing activities and shall be empowered to temporarily halt or divert ground disturbing equipment to allow time for the recording and removal of the resources. The archaeological monitor will continually assess the potential for resources throughout the course of ground disturbing activities and shall have the power to modify or reduce the level of monitoring should the potential to encounter resources be significantly reduced. In the event that archaeological resources are discovered at the project or within the off-site improvement areas, the handling of the discovered resource(s) will differ, depending on the nature of the find. Consistent with California Public Resources Code Section 21083.2(b) and Assembly Bill 52 (Chapter 532, Statutes of 2014), avoidance shall be the preferred method of preservation for Native American/tribal cultural/archaeological resources. However, it is understood that all artifacts, with the exception of human remains and related grave goods or sacred/ceremonial/religious objects, belong to the property owner. The property owner will				

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	commit to the relinquishing and curation of all artifacts identified as being of Native American origin. All artifacts, Native American or otherwise, discovered during the monitoring program shall be recorded and inventoried by the consulting archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop and the project proponent and project archaeologist shall notify the City of Perris Planning Division, the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, and the Pechanga Band of Luiseño Indians. A designated Native American representative from either the Soboba Band of Luiseño Indians, the Rincon Band of Mission Indians, or the Pechanga Band of Luiseño Indians shall be retained to assist the project archaeologist in the significance determination of the Native American resource as deemed possible. The designated Luiseño tribal representative will be given adequate time to examine the find. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the Luiseño tribe. If the find is determined to be of sacred or religious value, the Luiseño tribal representative will work with the City and consulting archaeologist to protect the resource in accordance with tribal requirements. All analysis will be undertaking in a manner that avoids destruction or other adverse impacts. In the event that human remains are discovered at the project or within the off-site project improvement areas, Project-level mitigation measure MM 5-2 shall immediately apply and all items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling. Native American artifacts that are relocated/reburied at the project site would be subject to a fully executed relocation/reburial agreement with the assisting Luiseño tribe. This shall include, but not be limited to,				

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	an agreement that artifacts will be reburied onsite and in an area of permanent protection to be agreed upon between sponsor and the designated Native American representative, if requested, and that reburial shall not occur until all cataloging and basic recordation have been completed by the consulting archaeologist. Native American artifacts that cannot be avoided or relocated at the project site shall be prepared for curation at an accredited curation facility in Riverside County that meets federal standards (per 36 CFR Part 79) and available to archaeologists/researchers for further study. The project archaeologist shall deliver the Native American artifacts, including title, to the identified curation facility within a reasonable amount of time, along with applicable fees for permanent curation. Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation, as deemed appropriate, or returned to the property owner. Once grading activities have ceased or the archaeologist determines that monitoring is no longer necessary, monitoring activities can be discontinued following notification to the City of Perris Planning Division. A report of findings, including an itemized inventory of artifacts, shall be prepared upon completion of the tasks outlined above. The report shall include all data outlined by the Office of Historic Preservation guidelines, including a conclusion of the significance of all recovered, relocated, and reburied artifacts. A copy of the report shall also be filed with the City of Perris Planning Division, the University of California, Riverside, [EIC] and the Luiseño tribe(s) involved with the project.				
PVCCSP Cultural 5-2	In the event that human remains (or remains that may be human) are discovered at the Project site of within the off-site Project improvement areas during ground disturbing activities, the construction contractors, Project archaeologist, and/or designated Luiseño	During ground disturbing activities.	Landowner and/or Applicant	City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	tribal representative shall immediately stop all activities within 100 feet of the find. The project proponent shall then inform the Riverside County Coroner and the City of Perris Planning Division immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b). If the coroner determines that the remains are of Native American origin, the coroner would notify the Native American Heritage Commission (NAHC), which will identify the "Most Likely Descendent" (MLD). Despite the affiliation with any Luiseño tribal representative(s) at the site, the NAHC's identification of the MLD will stand. The MLD shall be granted access to inspect the site of the discovery of Native American human remains and may recommend to the project proponent means for treatment or disposition, with appropriate dignity of the human remains and any associated grave goods. The MLD shall complete his or her inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. The disposition of the remains will be determined in consultation between the project proponent and the MLD. In the event that there is disagreement regarding the disposition of the remains, State law will apply and median with the NAHC will make the applicable determination (see Public Resources Code Section 5097.98I and 5097.94(k)). The specific locations of Native American burials and reburials will be proprietary and not disclosed to the general public. The locations will be documented by the consulting archaeologist in conjunction with the various stakeholders and a report of findings shall be filed with the Eastern Information Center (EIC).				
PVCCSP Geo 1	Concurrent with the City of Perris's review of implementing development projects, the project proponent of the implementing development project shall submit a geotechnical report prepared by a registered geotechnical engineer and a qualified engineering geologist to the City of Perris Public	Prior to Project construction activities.	Landowner and/or Applicant	City of Perris Public Works/ Engineering Administration Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	Works/ Engineering Administration Division for its review and approval. The geotechnical report shall assess the soil stability within the implementing development project affecting individual lots and building pads, and shall describe the methodology (e.g., overexcavated, backfilled, compaction) being used to implement the project's design.				
Project Geo 1	The Project Paleontologist shall develop and oversee the implementation of a Paleontological Monitoring and Mitigation Plan tailored to the Project plans that provides for: • Worker's Environmental Awareness Program training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance. • Full-time paleontological monitoring of earthwork and ground disturbing activities into previously undisturbed sediments across the Project area undisturbed geologic units with high paleontological potential to be conducted by a paleontological monitor meeting industry standards (Murphey et al., 2019). The Project Paleontologist may alter the frequency of monitoring or spot checks after construction begins, based on subsurface conditions. • Final reporting of the results of the Paleontological Resource Impact Mitigation Monitoring Program (PRIMMP) report In the event that paleontological resources are encountered during construction activities, all work must stop in the immediate vicinity of the finds while the paleontological monitor documents the find. The Project Paleontologist shall assess the find. Should the Project Paleontologist assess the find as significant, the find shall be collected and curated in an accredited repository along with all necessary associated data and curation fees.	Prior to Project construction activities.	Landowner and/or Applicant	City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
PVCCSP Haz 3	Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to issuance of building permits.	Landowner and/or Applicant	City of Perris	
PVCCSP Haz 4	The following notice shall be provided to all potential purchasers and tenants: "This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example, noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Profession Code 11010 13(A)"	At the time of Project operations.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Haz 5	The following uses shall be prohibited: (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport. (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	Prior to issuance of building permits.	Landowner and/or Applicant	City of Perris Building Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	(e) All retention and water quality basins shall be designed to dewater within 48 hours of a rainfall event.				
PVCCSP Haz 6	A minimum of 45 days prior to the submittal of an application for a building permit for an implementing development project, the implementing development project applicant shall consult with the City of Perris Planning Department in order to determine whether any implementing project-related vertical structures or construction equipment will encroach into the 100-to-1 imaginary surface, the implementing development project applicant shall file a FAA Form 7406-1, Notice of Proposed Construction or Alteration. If FAA determines that the implementing development project would potentially be an obstruction unless reduced to a specified height, the implementing development project applicant and the Perris Planning Division will work with the FAA to resolve any adverse effects on aeronautical operations.	A minimum of 45 days prior to the submittal of an application for a building permit.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Noise 1	During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, shall be equipped with properly operating and maintenance mufflers consistent with manufacturer's standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.	During all project site excavation and grading on-site.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Noise 2	During construction, stationary construction equipment, stockpiling, and vehicle staging areas will be placed a minimum of 446 feet away from the closest sensitive receptor.	During construction activities.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Noise 3	No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.	During construction activities and Project operation.	Landowner and/or Applicant	City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
PVCCSP Noise 4	Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extend feasible, haul routes shall not pass sensitive land uses or residential dwellings.	During construction activities.	Landowner and/or Applicant	City of Perris Planning Division	
PVCCSP Trans 2	Sight distance at the project entrance roadway of each implementing development project shall be reviewed with respect to standard City of Perris sight distance standards at the time of preparation of final grading, landscape and street improvement plans.	At the time of preparation of final grading, landscape and street improvement plans.	Landowner and/or Applicant	City of Perris Building Division	
PVCSSP Trans 4	Prior to the approval of individual implementing development projects, the Riverside Transit Agency (RTA) shall be contacted to determine if the RTA has plans for the future provision of bus routing in the project area that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that would serve the project area, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalk and curb and gutter at bus stops and the use of ADA-compliant paths to the major building entrances in the project.	Prior to the approval of individual implementing development projects.	Landowner and/or Applicant	Riverside Transit Agency (RTA)	
PVCCSP Trans 7	Implementing project-level traffic impact studies shall be required for all subsequent implementing development proposals within the boundaries of the PVCC as approved by the City of Perris Engineering Department. These subsequent traffic studies shall identify specific project impacts and needed roadway improvements to be constructed in conjunction with each implementing development project. All intersection spacing for individual tracts or maps shall conform to the minimum City intersection spacing standards. All turn pocket lengths shall conform at least to the minimum City turn pocket length standards. If any of the proposed improvements are	Prior to issuance of entitlement permits.	Landowner and/or Applicant	City of Perris Engineering Department and City of Perris Planning Division	

Number	Mitigation Measure	Required Time of Compliance	Implementation Responsibility	Verification Responsibility	Verification Method
	found to be infeasible, the implementing development project applicant will be required to provide alternative feasible improvements to achieve levels of service satisfactory to the City.				
PVCCSP Trans 8	Proposed mitigation measures resulting from project-level traffic impact studies shall be coordinated with the NPRBBD to ensure that they are in conformance with the ultimate improvements planned by NPRBBD. The applicant shall be eligible to receive proportional credits against the NPRBBD for construction of the project level mitigation that is included in NPRBBD.	Prior to issuance of entitlement permits.	Landowner and/or Applicant	City of Perris Planning Department	
Project Trans 1	During all construction activity, a sign will be posted within the boundaries of 4063 North Webster, on the east side of North Webster Avenue. The sign will be facing south to north-bound traffic. The sign will read “No Truck Traffic Beyond This Point” as a reminder to trucks to remain within the PVCCSP commercial zoning and not to use the secondary arterial road as a truck route.	During construction activities.	Landowner and/or Applicant	City of Perris Planning Division	

Page Intentionally Blank

6.0 PREPARERS

The following individuals prepared or contributed to preparation of this IS/MND. Authors of supporting technical studies and plans are provided within each respective technical report: Appendix B (Health Risk Assessment), Appendix C (Cultural Resources Survey Report), Appendix D (Perris Energy Calculations), Appendix E (Desktop Geotechnical Study), Appendix F (Paleontological Resource Assessment), Appendix G (Chevron—Perris Project Specific WQMP), Appendix H (Noise Technical Memo), and Appendix I (Traffic Memo).

6.1 STANTEC CONSULTING SERVICES INC.

- Eric Snelling, Senior Principal Environmental Planner, Principal-In-Charge
- Sarah Spann, Principal Environmental Planner
- Crystahl Taylor, Principal Environmental Planner
- Lisel Ballmer, Project Environmental Scientist
- Zoe Dascalos, Environmental Planner

Page Intentionally Blank

7.0 PREPARERS

The following individuals prepared or contributed to preparation of this IS/MND. Authors of supporting technical studies and plans are provided within each respective technical report: Appendix B (Health Risk Assessment), Appendix C (Cultural Resources Survey Report), Appendix D (Perris Energy Calculations), Appendix E (Desktop Geotechnical Study), Appendix F (Paleontological Resource Assessment), Appendix G (Chevron—Perris Project Specific WQMP), Appendix H (Noise Technical Memo), and Appendix I (Traffic Memo).

7.1 STANTEC CONSULTING SERVICES INC.

- Eric Snelling, Senior Principal Environmental Planner, Principal-In-Charge
- Sarah Spann, Principal Environmental Planner
- Crystahl Taylor, Principal Environmental Planner
- Lisel Ballmer, Project Environmental Scientist
- Zoe Dascalos, Environmental Planner

Page Intentionally Blank

8.0 REFERENCES

Bean, L. J. and F. C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Volume 8: California. Edited by R. F. Heizer, pp. 550–563. Smithsonian Institution, Washington, D.C.
CalEEMod. 2022. California Emission Estimator Model. Version 2022.1.1.20.

California Air Resources Board. 2017. 2017 Scoping Plan Documents. Available at: https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2017-scoping-plan-documents. Accessed October 2023.

California Department of Conservation (CDC). 2022a. California Important Farmland Finder. Available at: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed September 2023.

CDC. 2022b. California Williamson Act Enrollment Finder. Available at: https://gis.conservation.ca.gov/portal/home/webmap/viewer.html?webmap=18f7488c0a9d4d299f5e9c33b312f312. Accessed September 2023.

CDC. 2021. EQ Zapp: California Earthquake Hazards Zone Application. Available at: https://maps.conservation.ca.gov/cgs/EQZApp/app/. Accessed September 2023.

CDC. 2015. Mineral Land Classification Studies Index. Available at: https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc. Accessed September 2023.

California Energy Commission (CEC). 2022. Building Energy Efficiency Standards for Residential and Nonresidential Buildings: Title 24, Part 6, and Associated Administrative Regulations in Part 1. Available at: https://www.energy.ca.gov/sites/default/files/2022-08/CEC-400-2022-010_CMF.pdf. Accessed March 2024.

California Department of Forestry and Fire Protection (CAL FIRE). 2023. Fire Hazard Severity Zones in State Responsibility Area. Available at: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008. Accessed September 2023.

California Geological Survey (CGS). 2002. California Geomorphic Provinces. Sacramento, California: California Geological Survey (CGS).

California Public Utility Commission. 2023. Renewables Portfolio Standard (RPS) Program. Available at: https://www.cpuc.ca.gov/rps/. Accessed October 2023.

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement Traffic Noise Analysis Protocol. Available at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/traffic-noise-protocol-april-2020-a11y.pdf. Accessed March 2024.

Caltrans. 2020. Transportation and Construction Vibration Guidelines Manual. Available at: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf.

Castillo, Edward D. 1978. The Impact of Euro-American Exploration and Settlement. In Handbook of North American Indians, Volume 8, California, edited by R.F. Heizer, pp. 99–127. William C. Sturtevant, general editor. Smithsonian Institution, Washington D.C.

City of Perris. 2006a. General Plan - Open Space Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/463/637203139730270000. Accessed September 2023.

City of Perris. 2006b. General Plan - Conservation Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/449/637203139693370000. Accessed September 2023.

City of Perris. 2011. Perris Valley Commerce Center Final Environmental Impact Report, SCH 2009081086, certified January 10, 2012. Available at: https://www.cityofperris.org/home/showpublisheddocument/2645/637455522835370000. Accessed March 2024.

City of Perris. 2016. General Plan – Noise Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/461/637203139725000000. Accessed March 2024.

City of Perris. History. 2018. https://www.cityofperris.org/our-city/about-perris/history. Accessed October 2023.

City of Perris. 2020. Active Transportation Plan. Available at: https://www.cityofperris.org/home/showpublisheddocument/13732/637417399220370000. Accessed March 2024.

City of Perris. 2021a. Safety Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/15024/637807110903270000. Accessed February 2024.

City of Perris. 2021b. Perris Valley Commerce Center Specific Plan Draft Environmental Impact Report. Available at: https://www.cityofperris.org/home/showpublisheddocument/2645. Accessed September 2023.

City of Perris. 2022. General Plan – Circulation Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/447/637974757046500000. Accessed December 2023.

City of Perris. 2022b. Perris Valley Commerce Center Amendment No. 12. Available at: https://www.cityofperris.org/home/showpublisheddocument/2647/637799977032200000. Accessed February 2024.

City of Perris. 2022c. General Plan—Housing Element. Available at: https://www.cityofperris.org/home/showpublisheddocument/15476/638006509560800000. Accessed March 2024.

City of Perris. 2023a. City of Perris Map Viewer. Available at: https://experience.arcgis.com/experience/63da7b7d741c4a7f8851b035e85e18d5. Accessed September 2023.

City of Perris. 2023b. Fire. Available at: https://www.cityofperris.org/departments/fire. Accessed September 2023.

City of Perris. 2023c. National Pollutant Discharge Elimination System (NPDES). Available at: https://www.cityofperris.org/departments/public-works/water-quality-management-plan-wqmp. Accessed September 2023.

City of Perris. 2023d. Police. Available at: https://www.cityofperris.org/departments/police. Accessed September 2023.

City of Perris. 2023e. Schools. Available at: https://www.cityofperris.org/our-city/community-info/schools. Accessed September 2023.

City of Perris. 2023f. Perris City Parks. Available at: https://www.cityofperris.org/our-city/community-info/perris-city-parks. Accessed September 2023.

City of Perris. 2023g. Library. Available at: https://www.cityofperris.org/our-city/community-info/library. Accessed September 2023.

City of Perris. 2023h. Community Services. Available at: https://www.cityofperris.org/departments/community-services. Accessed September 2023.

City of Perris. 2023i. Waste & Recycling. Available at: https://www.cityofperris.org/our-city/city-services/waste-recycling#:~:text=In%20General%3A%201%20Containers%20are%20picked%20up%20once,No%20hazardous%20waste%20or%20construction%20debris.%20More%20items. Accessed October 2023.

City of Perris. 2023j. Perris Municipal Code. Available at: https://library.municode.com/ca/perris/codes/code_of_ordinances. Accessed March 2024.

Cleland, Robert G. 1941. *The Cattle on a Thousand Hills: Southern California, 1850–1870*. Huntington Library, San Marino, California.

Code of Federal Regulations. 2024. Title 29 Subtitle B Chapter XVII Part 1910 Subpart H. Available at: https://www.ecfr.gov/current/title-29/subtitle-B/chapter-XVII/part-1910/subpart-H. Accessed June 2024.

County of Riverside. 2003. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Available at: https://rctlma.org/western-riverside-county-multiple-species-habitat-conservation-plan-mshcp-1. Accessed March 2024.

County of Riverside. 2024. RCA MSHCP Information Map. Available at: https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=2b9d4520bd5f4d35add35fb58808c1b7. Accessed March 2024.

County of Riverside Airport Land Use Commission. 2014. March Air Reserve Base / Inland Airport Land Use Compatibility Plan. Adopted November 13, 204. Available at: https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-17-20--20Vol.-201-20March-20Air-20Reserve-20Base-20Final.pdf. Accessed March 2024.

County of Riverside Emergency Management Department. 2019. Emergency Support Functions 1 through 21. Available at:

https://riversidecountyca.iqm2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=2048&MediaPosition=3715.315&ID=10490&CssClass=. Accessed March 2024.

County of Riverside Emergency Management Department. 2023. County of Riverside Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan. Version 8.7.23. Available at: https://rivcoready.org/sites/g/files/aldnop181/files/2023-08/MJLHMP%208.7.23.pdf. Accessed March 2024.

County of Riverside Fire Department. 2021. Riverside County Fire Stations. https://www.rvcfire.org/resources/fire-stations. Accessed March 2023.

Department of Water Resources (DWR). 2023. SGMA Data Viewer. (California Department of Water Resources. Available at: https://sgma.water.ca.gov/webgis/?appid=160718113212&subbasinid=8-005. Accessed September 2023.
Dumke, Glenn. 1944. The Book of the Eighties in Southern California. Huntington Library, San Marino, CA.

Eastern Municipal Water District (EMWD). 2021. Urban Water Management Plan. Available at: https://www.emwd.org/sites/main/files/file-attachments/urbanwatermanagementplan_0.pdf?1625160721. Accessed March 2024.Ellis, W. H. 1912. The Perris Valley. In History of Riverside County, California, edited by Elmer Wallace Holmes. Historic Record Company, Los Angeles.

Environmental Protection Agency. 2013. APPENDIX A: 40 CFR PART 68 Available at: https://www.epa.gov/sites/default/files/2013-11/documents/appendix-a-final.pdf. Accessed June 2024.

Erlandson, Jon M. 1994 Early Hunter-Gatherers of the California Coast. Plenum Press, New York

FEMA. 2014. FEMA Flood Map Service Center: Search By Address. Available at: https://msc.fema.gov/portal/search?AddressQuery=4063%20N%20Webster%20Ave%20%20perris%2C%20ca. Accessed September 2023.

Federal Highway Administration (FHWA). 2006. Construction Noise Handbook. Available at: https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/. Accessed March 2024.

FHWA. 2013. Available at: https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook02.cfm. Accessed October 2023.

Federal Transit Administration. 2018. Transit Noise and Vibration Impact Assessment Manual. Report No. 0123.
Gunther, Jane D. 1984.Riverside County, California, Place Names: Their Origins and Their Stories. Rubidoux Printing Company, Riverside, California.

Haenszel, Arda M., and Jennifer Reynolds. 1975. The Historic San Bernardino Mission District. San Bernardino County Museum Association, Redlands, California.

International Code Council. 2021. 2021 International Fuel Gas Code (IFGC). Available at: https://codes.iccsafe.org/content/IFGC2021P2. Accessed June 2024.

Material Culture Consulting, Inc. 2021. Phase I Paleontological Resources Assessment: Core5 Rider Commerce Center Project, City of Perris, Riverside County, California. Available at:

https://www.cityofperris.org/home/showpublisheddocument/14020/637551323838070000. Accessed September 2023.

Moratto, Michael J. 1984. California Archaeology. Academic Press, Inc., New York.

Mizuta Traffic Consulting. 2023. Traffic Analysis for the Proposed Chevron Alternative Fueling Project. October 19, 2023.

Municode. 2017. PERRIS MUNICIPAL CODE FOR THE CITY OF PERRIS, CALIFORNIA. Available at: https://library.municode.com/ca/perris/codes/code_of_ordinances?nodeId=PEMUCOPECA. Accessed September 2023.

Murphey, P., Knauss, G., Fisk, L., Demere, T., and Reynolds, R. 2019. Best practices in mitigation paleontology. Proceedings of the San Diego Society of Natural History 47: 43 pp.

Office of Planning and Research. 2018. Technical Advisory On Evaluating Transportation Impacts in CEQA. Available at: 20190122-743_Technical_Advisory.pdf. Accessed December 2023.

Pourade, Richard. 1961. The History of San Diego: Time of the Bells. San Diego Historical Society. http://www.sandiegohistory.org/books/pourade/time/timechapter9.htm

Riverside Reflex. 1893. Perris Page. Riverside Reflex Vol. 2, No. 19. March 18. p.10.

Robinson, W. W. 1948.Land in California: The Story of Mission Lands, Ranchos, Squatters, Mining Claims, Railroad Grants, Land Scrip, Homesteads. University of California Press, Berkeley.

South Coast Air Quality Management District. 2008a. Mass Rate LST Lookup Tables, Appendix C. Available at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds#appc. Accessed October 2023.

South Coast Air Quality Management District. 2008b. Greenhouse Gases (GHG) CEQA Significance Thresholds. Available at: https://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2. Accessed October 2023.

South Coast Air Quality Management District. 2018. National Ambient Air Quality Standards and California Ambient Air Quality and Standards Attainment Status for South Coast Air Basin. Available at: http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/naaqs-caaqs-feb2016.pdf?sfvrsn=14. Accessed October 2023.

South Coast Air Quality Management District. 2022. Air Quality Management Plan. Available at: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed October 2023.

South Coast Air Quality Management District. 2023. South Coast AQMD Air Quality Significance Thresholds. Available at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/south-coast-aqmd-air-quality-significance-thresholds.pdf?sfvrsn=25. Accessed October 2023.

Southern California Edison. 2023. Who We Are. Available at: https://www.sce.com/about-us/who-we-are. Accessed October 2023.

Strong, William Duncan. 1929. Aboriginal Society in Southern California. University of California Publications in American Archaeology and Ethnology 26(1):1-358. Berkeley: University of California

Press. (Reprinted in Classics of California Anthropology II, by Malki Museum Press, Banning, CA, 1972 and 1987).

United States Department of Agriculture (USDA). 2023. Web Soil Survey. Available at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed September 2023.

United States Geologic Survey (USGS). 2023. U.S. Quaternary Faults. Available at: https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf. Accessed September 2023.

United States Census Bureau. 2022. Perris city, California. Available at: https://www.census.gov/quickfacts/fact/table/perriscitycalifornia/PST045222. Accessed September 2023.

Wald, D., Quitoriano, V., Heaton, T., & Kanamori , H. 1999. Relationships between Peak Ground Acceleration, Peak Ground Velocity, and Modified Mercalli Intensity in California. Earthquake Spectra, 15(3). doi:https://doi.org/10.1193/1.158605

APPENDIX A: AIR QUALITY EMISSIONS ESTIMATES

Page Intentionally Blank

APPENDIX B: HEALTH RISK ASSESSMENT TECHNICAL MEMORANDUM FOR THE PERRIS HYDROGEN AND CNG FUELING STATION IMPROVEMENTS PROJECT

Page Intentionally Blank

APPENIDX C: CULTURAL RESOURCES SURVEY REPORT

Page Intentionally Blank

APPENDIX D: PERRIS ENERGY CALCULATIONS

Page Intentionally Blank

APPENDIX E: DESKTOP GEOTECHNICAL STUDY

Page Intentionally Blank

APPENDIX F: PALEONTOLOGICAL RESOURCES ASSESSMENT FOR THE CHEVRON PERRIS HYDROGEN FUELING STATION PROJECT, RIVERSIDE COUNTY, CALIFORNIA

Page Intentionally Blank

APPENDIX G: PRELIMINARY WATER QUALITY MANAGEMENT PLAN

Page Intentionally Blank

APPENDIX H: NOISE TECHNICAL MEMO FOR CHEVRON PERRIS HYDROGEN FUELING STATION

Page Intentionally Blank

APPENDIX I: TRAFFIC ANALYSIS FOR THE PROPOSED CHEVRON ALTERNATIVE FUELING PROJECT

Page Intentionally Blank