ENVIRONMENTAL ASSESSMENT FORM
INITIAL STUDY (IS)

1. **Project Title:** Luiseño Village Retail Center – SPDR 17-17

2. **Lead Agency:**
City of San Jacinto, Planning Department
595 S. San Jacinto Avenue
San Jacinto, CA 92583
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3. **Contact Person**
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4. **Project Location:** Southwest corner of Main Street and Ramona Expressway in the City of San Jacinto as shown in **Figure 1**. The Project Site is located within an unsectioned area of the Rancho San Jacinto Viejo land grant, Township 4 South, Range 1 West (San Bernardino base line and meridian) as shown on the San Jacinto, California 7.5-minute U.S. Geological Survey (USGS) quadrangle. The project site is comprised of 4 parcels with 7 Tax Assessor Parcel Numbers (APNs): 433-160-024, 027, 028, 029, 032, 033, and 034.

5. **Project Developer & Applicant**

Project Developer
Bill Speck
All-Specks, Inc.
10073 Valley View St. #101
Cypress, CA 90630
(714) 606-9141
allspecksinc@yahoo.com

Property Owner/Applicant
Ruben De Los Santos
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
(951) 654-5544
RDELOSSANTOS@soboba-nsn.gov

6. **General Plan Designation:** CC – Community Commercial

The Community Commercial land use designation provides for a variety of retail and service-oriented business activities at various intensities to serve the local community and population, as well as the broader market area. The maximum intensity of development is a FAR of 0.40, with an average intensity of a FAR of 0.25. (**Figure 2**)

a. **General Plan Neighborhood Designation**: Spice Ranch Neighborhood Planning Concept

The neighborhood planning concept allows the City to ensure that adequate levels of public services and facilities are available throughout the community and not concentrated in only a few areas.

b. **Specific Plan Name and Designation:** Not located within a Specific Plan

7. **Existing Zoning:** CN – Commercial Neighborhood.
The CN Zone is a "Clearly Compatible" Zone with the CC General Plan designation.

The CN zone is applied to areas appropriate for providing small-scale retail and personal service uses for the local population living in adjacent residential neighborhoods. This zone allows a maximum floor area ratio (FAR) of 0.40. (**Figure 3**)

8. **Description of the Project:**

Environmental Setting

The site is vacant and covered with weedy grassland. The project site was historically used for agriculture but has been fallow and vacant for over 20 years. It has been mowed and possibly disked occasionally for weed control. The topography is generally flat with a slight slope down to the northwest. Site elevation ranges from 1,592 to 1,600 feet above mean sea level (MSL). Ramona Expressway and Main Street are elevated above the site near the intersection of these two streets.

No ponding water or surface seepage was observed at or near the site during field investigations. Site drainage appears to be controlled via infiltration on the site. A concrete swale is located along the southern and western boundary of the site which accepts stormwater flows from Donna Way and drains north to Main Street via a drain under the sidewalk into the street gutter on the south side of Main Street.

Project Description

The Project is a retail center including a service station with convenience market and carwash, two drive-through restaurants, and two retail buildings.

Construction of the Project would occur in two or more phases. The first phase would include a retail building with associated parking and landscaping, a driveway connecting Main Street to Donna Way, and utility and stormwater management improvements. Construction of the first phase is estimated to start in Fall 2019 and end approximately in Summer 2020. The remaining land uses would be developed in one or more subsequent phases. Construction activities would include: 1) grading, 2) building, 3) paving, and 4) architectural coating. It is estimated that the Project has the potential to import approximately 13,831 cubic yards of material during grading or approximately 864 truckloads.

The Project includes a number of discretionary actions as follows:

- Lot Line Adjustment to align the lot lines with the proposed onsite driveways.
- Change of Zone from Commercial Neighborhood to Commercial General to allow for the proposed service station and car wash.
- Site Plan and Design Review for retail building on Parcel 1.
- Conditional Use Permit CUP to permit a service station with an automated car wash and a convenience market with off-sale alcohol sales under a Type 21 Alcoholic Beverage Control (ABC) license.
- Minor Use Permit to allow for the provision of parking that exceeds City requirements by more than five percent.
- Minor Use Permits to allow for two fast food restaurants with the drive-through lanes.
- A Variance to allow 24 pumps where a maximum 15 are permitted by the Development Code.

Lot Line Adjustment

Currently, the project site consists of four parcels. The proposed Lot Line Adjustment maintain four parcels but will align the lot lines with the proposed onsite driveways (**Figure 4**). Along with a reciprocal access, parking and maintenance agreement, this will facilitate the orderly provision of access within the commercial development. The driveways/lot lines will be realigned to provide safer access points on Donna Way (move the driveway/lot line away from the bend on Donna Way) and Main Street (provide a 90-degree intersection). The Lot Line Adjustment will result in four legal parcels: Parcel 1 (3.04 acres), Parcel 2 (3.03 acres), Parcel 8 (1.98 acres), and Parcel 9 (1.40 acres).

Change of Zone

The requested change of zone would rezone the four parcels from Commercial Neighborhood to Commercial General. The current Commercial Neighborhood zone allows for all proposed uses except for the service station and car wash. Rezoning the site to Commercial General will allow the development of these uses. The Commercial General zone provides for general commercial and daily shopping needs of a broad market area. The Commercial General zone allows for a wide range of retail sales

and business, professional, and personal services that are accessible to transit corridors. This zone allows a maximum floor area ratio (FAR) of 0.40. The Commercial General zone is consistent with the Community Commercial land use designation of the General Plan.

Site Plan Design Review

The applicant is currently seeking to develop the first phase of the project and has developed site plans for retail building on Parcel 1 (**Figures 5** and **6**). Development of the building on Parcel 1 requires Site Plan Design Review (SPDR-17-17). Site Plan Design Review for development on the remaining parcels (Parcels 2, 8 and 9) will occur when specific development plans are prepared, and the applicant seeks building permits. While the current Site Plan Design Review is focused on Parcel 1, information is provided below for Parcels 2, 8 and 9 as a basis for the environmental review of the entire project.

Under the current Site Plan Design Review case, the City will ensure that the Project respects the physical environmental characteristics of the property, provides safe and convenient access and circulation for pedestrians and vehicles, provides high quality design practices, minimizes or eliminates negative or undesirable visual impacts, provides for adequate dedication of land for public purposes and provides needed public infrastructure.

Conditional Use Permit

A Conditional Use Permit is required to permit a service station with an automated car wash and a convenience market with off-sale alcohol sales under a Type 21 Alcoholic Beverage Control (ABC) license. The store will operate 24-hours a day, seven days a week. (hours subject to change).

Minor Use Permit – Excess parking over five percent

A Minor Use Permit is needed to allow for the provision of parking that exceeds City requirements by more than five percent. Total proposed parking on the site is 272 spaces, where as the City Development Code requires 249.

Minor Use Permits – Fast Food Restaurants with a Drive-Through

Two MUPs are for the two fast food restaurants with the drive-through lanes on Parcels 2 and 9. As designed the site meets all requirements for the use.

Project Summary

Parcel 1 is proposed for a multi-tenant retail building totaling 14,583 square feet of specialty retail, with up to 10 individual tenant spaces ranging from 1,200 to 2,261 square feet each.

Parcel 2 is proposed for a 9,360-square-foot multi-tenant retail building and a 2,800-square-foot-restaurant with drive-through service.

Parcel 8 is proposed for a service station with convenience store (approximately 3,048 square feet) and car wash (approximately 1,105 square feet).

Parcel 9 is proposed for 3,200-square-foot-restaurant with drive-through service.

The Project Standards are as follows:

DEVELOPMENT STANDARDS FOR THE CG ZONE					
	Required/ Permitted	**Parcel 1**	**Parcel 2**	**Parcel 8**	**Parcel 9**
Parcel Area (Net) Minimum	5,000 sq. ft. (12,000 sq. ft. for a Drive-Through)	132,637 sq. ft.	132,018 sq. ft.	86,281 sq. ft.	61,122 sq. ft.
Parcel Width	50 ft. (100 sq. ft. for a Drive-Through & Service Station)	330 ft.	575 ft.	240 ft.	250 ft.
Parcel Depth	100 ft.	330 ft.	250 ft.	255 ft.	250 ft.
FAR (Maximum)	.40	.11	.09	.05	.05
Building Size	Varies	14,583 sq. ft.	12,160 sq. ft.	4,153 sq. ft.	3,200 sq. ft.
Building Height	45 ft.	32.5 ft.	Specific plans have not been submitted. Building height will not exceed 45 ft.		
Impervious Surface (Max)	85%	80%	69%	69%	83%
Structure/Lot Coverage (Max)	50%	12%	10%	13%	6%
Setbacks					
Street Setback					
Ramona Expressway 12-foot parkway 8-foot walk 25-foot scenic	25 ft. Scenic	n/a	n/a	25 ft.	34 ft.
Main Street 6-foot parkway 6-foot walk 12-foot landscape	12 ft. Landscape	15 ft.	n/a	15 ft.	n/a

DEVELOPMENT STANDARDS FOR THE CG ZONE					
	Required/ Permitted	**Parcel 1**	**Parcel 2**	**Parcel 8**	**Parcel 9**
Side Building Interior Setback					
Abutting Non-Residential	0 ft.	21 ft.	16 ft.	23 ft.	36 ft.
Abutting Residential	10 ft.	n/a	n/a	n/a	n/a
Side Building Street Setback	10 ft.	62 ft.	72 ft.	34 ft.	28 ft.
Rear Building Setback					
Abutting Non-Residential	0 ft.	n/a	n/a	65 ft.	99 ft.
Abutting Residential	15 ft.	15-20 ft.	15-20 ft.	n/a	n/a

Access

Site access would be provided by one right-in/out-only driveway on East Main Street, one right-in/out-only driveway on Ramona Expressway, and one full access driveway on Donna Way. A north-south aligned access driveway would be developed during the first phase that would connect East Main Street to Donna Way. An east-west aligned access lane would also be constructed during the first phase along the boundary of Parcels 1 and 2. The access driveway connecting to Ramona Expressway would be constructed at a later phase when Parcels 8 and/or 9 are developed.

Street Improvements

The Project would make improvements to Ramona Expressway and East Main Street consistent with the General Plan and Landscape Design Guidelines. Ramona Expressway will be widened to the planned roadway width along the property frontage. Improvements include southbound right-turn lanes at the project driveway and Donna Way, and re-striping and signage to provide an additional southbound through lane. An 8-foot wide Class 1 bike lane multi-use path will be provided within the landscaped setback along the property frontage of Ramona Expressway in compliance with the City's Landscape Design Guidelines. A traffic signal will be installed at the intersection of Ramona Expressway and Donna Way. Other improvements at this intersection include removing a portion of the Ramona Expressway median to allow full access to Donna Way and to provide a northbound left-turn lane. The Project will modify existing street signage and striping on the property frontage of East Main Street. Other roadway work would include curb cuts for the driveways, and connections to underground utility lines in the roadways.

Parking

A total of 269 parking stalls are envisioned for the entire four parcels. This would include an estimated 13 disabled parking stalls. The first phase of development on Parcel 1 would provide 95 stalls, including 4 disabled stalls, 8 clean air vanpool/EV stalls, 5 future EV stalls, and 5 bus stalls. A total of 6 short-term and 5 long-term bicycle parking spaces would be provided around the perimeter of the retail building.

PARKING ANALYSIS			
Ratio (Gross Floor Area)	**Calculation**	**Required**	**Provided**
Parcel 1			
Retail – 1:250 of GFA & 1:300 for Outdoor Display Areas	12,396/250	50	**95**
Restaurant – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft. and 1/50 for patio areas over 15% of GFA and 1/50 for patio areas over 15% of GFA	2,000/200 + 187/60 + 900/50	13	
Total Parcel 1		**81**	
Parcel 2			
Retail – 1:250 of GFA & 1:300 for Outdoor Display Areas	7,956/250	32	**101**
Restaurant – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft. and 1/50 for patio areas over 15% of GFA	1,404/200 + 900/50	25	
Fast Food w/Drive-Through – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft. and 1/50 for patio areas over 15% of GFA	2,000/200 + 800/60 + 1,000/50	43	
Total Parcel 2		**100**	
Parcel 8			
Convenience Store – 1:225 – plus 1 space for each employee on duty during heaviest traffic 8-hour shift	3,048/225 + 4 employees	18	**18**
Total Parcel 8		**18**	
Parcel 9			
Fast Food Drive-Through – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft.	2000/200 + 1,200/60 + 1,000/50	50	**55**
Total Parcel 9		**50**	
The above spaces need to include the following:			
ADA Stalls	1 – 25 = 1 26 – 50 = 2 51 – 75 = 3 76 – 100 = 4	Parcel 1 = 4 Parcel 2 = 4 Parcel 8 = 1 Parcel 9 = 2	**Parcel 1 = 4** **Parcel 2 = 5** **Parcel 8 = 2** **Parcel 9 = 2**
Bicycle Parking – 10% of required parking spaces – 17.330.110	10%	Parcel 1 = 8 Parcel 2 = 10 Parcel 8 = 2 Parcel 9 = 5	**Parcel 1 = 11** **Parcel 2 = 11** **Parcel 8 = 2** **Parcel 9 = 6**
Cal Green 5.106.4.1.1 – Short term bicycle parking – 5% of new visitor parking spaces being added	5%	Parcel 1 = 4 Parcel 2 = 5 Parcel 8 = 1 Parcel 9 = 3	**Parcel 1 = 6** **Parcel 2 = 6** **Parcel 8 = 2** **Parcel 9 = 4**
Cal Green 5.106.4.1.2 – Long Term bicycle parking – when 10 or more occupants	5% of employee parking spaces	Parcel 1 = 5 Parcel 2 = 5 Parcel 8 = 0 Parcel 9 = 2	**Parcel 1 = 5** **Parcel 2 = 5** **Parcel 8 = 0** **Parcel 9 = 2**
Low-Emitting, Fuel Efficient and Carpool/Vanpool Vehicles – Cal Green 5.106.5.2 – when 10 or more stalls added	0 – 9 = 0 10 – 25 = 1 26 – 50 = 3 51 – 75 = 6 76 – 100 = 8	Parcel 1 = 8 Parcel 2 = 8 Parcel 8 = 1 Parcel 9 = 3	**Parcel 1 = 8** **Parcel 2 = 11** **Parcel 8 = 1** **Parcel 9 = 6**

PARKING ANALYSIS			
Ratio (Gross Floor Area)	**Calculation**	**Required**	**Provided**
Electric Vehicle Charging Stations – Cal Green 5.106.5.3	0 – 9 = 0 10 – 25 = 1 26 – 50 = 2 51 – 75 = 4 76 – 100 = 5	Parcel 1 = 5 Parcel 2 = 5 Parcel 8 = 1 Parcel 9 = 2	**Parcel 1 = 5** **Parcel 2 = 7** **Parcel 8 = 1** **Parcel 9 = 4**
Electric Vehicle Charging Stations – 17.430.361	3 – 50 = 1 51 – 100 = 2	Parcel 1 = 2 Parcel 2 = 2 Parcel 8 = 1 Parcel 9 = 1	**Parcel 1 = 5** **Parcel 2 = 7** **Parcel 8 = 1** **Parcel 9 = 4**
10' by 25' Loading Space	10,000 to 20,000 sq. ft.=1	Parcel 1 = 1 Parcel 2 = 1 Parcel 8 = 0 Parcel 9 = 0	**Parcel 1 = 1** **Parcel 2 = 1** **Parcel 8 = 0** **Parcel 9 = 0**

Landscaping & Drainage

Approximately 2.2 acres of landscaping is proposed along the Project boundaries and throughout the parking lots. The landscaped areas will include pedestrian paths to connect East Main Street to Donna Way and Ramona Expressway. A decorative wood trellis will be provided at the main intersection of these paths. A preliminary Water Quality Management Plan (WQMP) has been prepared for the entire site. The site is divided into four drainage management areas (DMAs) which roughly correspond to the four parcels. Infiltration chambers will be installed below the parking areas on each parcel to allow for percolation of stormwater on site. Runoff from the car wash proposed on Parcel 8 will drain to the sanitary sewer.

Other Amenities

Five, approximately 240-square-foot, trash enclosures are proposed. The enclosures would be constructed of concrete blocks with stone and stucco finish. The enclosure would have metal roofing and gates. Two trash enclosures would be located along the southern property boundary and the remaining three would be located in the interior of the project site.

9. **Surrounding Land Uses and Setting (Figures 1 - 3):**

	Land Use	General Plan	Zoning
North	Vacant (north of East Main Street)	CC – Community Commercial and LDR – Low Density Residential	CG – General Commercial and RL – Residential, Low Density
South	Soboba Indian Health Clinic, EMWD property, and vacant parcels	CC – Community Commercial	CN – Commercial Neighborhood
East	EMWD facilities and Valley Trap Club trap shooting range (east of Ramona Expressway)	CC – Community Commercial	CN – Commercial Neighborhood
West	The Durango residential development	LDR – Low Density Residential	RL – Residential, Low Density

10. Other Public Agencies Whose Approval is Required (e.g., permits, financing approval, or participation agreement):

a. California Department of Alcohol Beverage Control (ABC) License
b. Eastern Municipal Water District
c. County of Riverside Department of Environmental Health
d. Riverside County Flood Control and Water Conservation District
e. Southern California Edison
f. South Coast Air Quality Management District
g. Western Riverside County Regional Conservation Authority
h. California Department of Fish and Wildlife
i. United States Fish and Wildlife Service
j. Regional Water Quality Control Board

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.? Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Consultation under AB 52 commenced on January 18, 2019. The 30-day response period ended on February 19, 2018. Information on the consultation process can be found in Appendix A of this Initial Study.

12. Public Comment Period: August 16, 2019 to September 16, 2019

13. Other Environmental Reviews Incorporated by Reference in this Review:

a. General Plan as amended through October 19, 2012
b. General Plan EIR April 2006
c. General Plan EIR Addendum August 2012, GPA-1-12
d. Riverside County DEIR No. 521

14. Technical Studies Referenced in this Initial Study:

a. Air Quality and Greenhouse Gas Report, prepared by EDS and OB-1 Air Analysis, July 2019.
b. General Biological Assessment, prepared by ENVIRA, April 23, 2019.
c. San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019.
d. Cultural and Paleontological Resources Inventory, prepared by Natural Investigations Company, October 19, 2017.
e. Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017
f. Hydrology Study, prepared by Tuttle Engineering, March 6, 2018.
g. Preliminary Water Quality Management Plan, prepared by CWE, July 2, 2019.
h. Noise Assessment, prepared by Ldn Consulting, Inc., July 15, 2019.
i. Traffic Impact Analysis, prepared by Michael Baker International, June 25, 2019
j. Signing and Striping Plan, prepared by Michael Baker International, May 2019
k. Sewer Study, prepared by Dexter Wilson Engineering, February 6, 2019

15. Acronyms:

ABC -	Alcohol Beverage Control
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AMSL -	Above Mean Sea Level
AQMP -	Air Quality Management Plan
CalEEMod -	California Emissions Estimator Model
CBC -	California Building Code
CDFW -	California Department of Fish and Wildlife
CDWR -	California Department of Water Resources
CERCLIS -	Comprehensive Environmental Response, Compensation, & Liability Information System
CEQA -	California Environmental Quality Act
CESA -	California Endangered Species Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
CNPS -	California Native Plant Society
CO -	Carbon Monoxide
DEIR -	Draft Environmental Impact Report
DTSC -	Department of Toxic Substance Control
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District

EOP - Emergency Operations Plan
FEMA - Federal Emergency Management Agency
FEIR - Final Environmental Impact Report
FESA - Federal Endangered Species Act
GIS - Geographic Information System
GHG - Green House Gas
GP - General Plan as Amended October 19, 2012, San Jacinto
HCOC - Hydraulic Conditions of Concern
HUSD - Hemet Unified School District
IBC - International Building Code
IS - Initial Study
LHMP - Local Hazard Mitigation Plan
LHMWD - Lake Hemet Municipal Water District
LID - Low Impact Design
LST - Localized Significance Threshold
MBTA - Migratory Bird Treaty Act
MSHCP - Multiple Species Habitat Conservation Plan
MWD - Metropolitan Water District
NAHC - Native American Heritage Commission
NCCP - Natural Communities Conservation Plan
NO_2 - Nitrogen Dioxide
NO_X - Nitrogen Oxides
NPDES - National Pollutant Discharge Elimination System
OEM - Office of Emergency Services
OPR - Office of Planning & Research, State
PEIR - Program Environmental Impact Report
PM-2.5 - Particulate Matter at 2.5 Micrometers
PM-10 - Particulate Matter at 10 Micrometers
PW - Public Works, Hemet
RCA - Western Riverside County Regional Conservation Authority
RCEH - Riverside County Environmental Health
RCFCWCD - Riverside County Flood Control & Water Conservation District
RCIP - Riverside County Integrated Plan
RCP - Regional Comprehensive Plan
RCTC - Riverside County Transportation Commission
RTA - Riverside Transit Agency
RTIP - Regional Transportation Improvement Plan
RTP - Regional Transportation Plan
RWQCB - Regional Water Quality Control Board
SCAG - Southern California Association of Governments
SCAQMD - South Coast Air Quality Management District
SCE - Southern California Edison
SCH - State Clearinghouse
SJMC - San Jacinto Municipal Code
SJUSD - San Jacinto Unified School District
SKRHCP - Stephens' Kangaroo Rat Habitat Conservation Plan
SO_2 - Sulphur Dioxide
SO_X - Sulphur Oxides
SWPPP - Storm Water Pollution Prevention Plan
TDA - Treatment and Disposition Agreement
TRI - Toxic Release Inventory
UBC - Uniform Building Code

USACOE -	United States Army Corps of Engineers
USFWS -	United States Fish and Wildlife Service
USGS -	United States Geologic Survey
VOC -	Volatile Organic Compounds
VWRPD -	Valley Wide Recreation & Parks District
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Governments

Figure 1

Aerial Photo

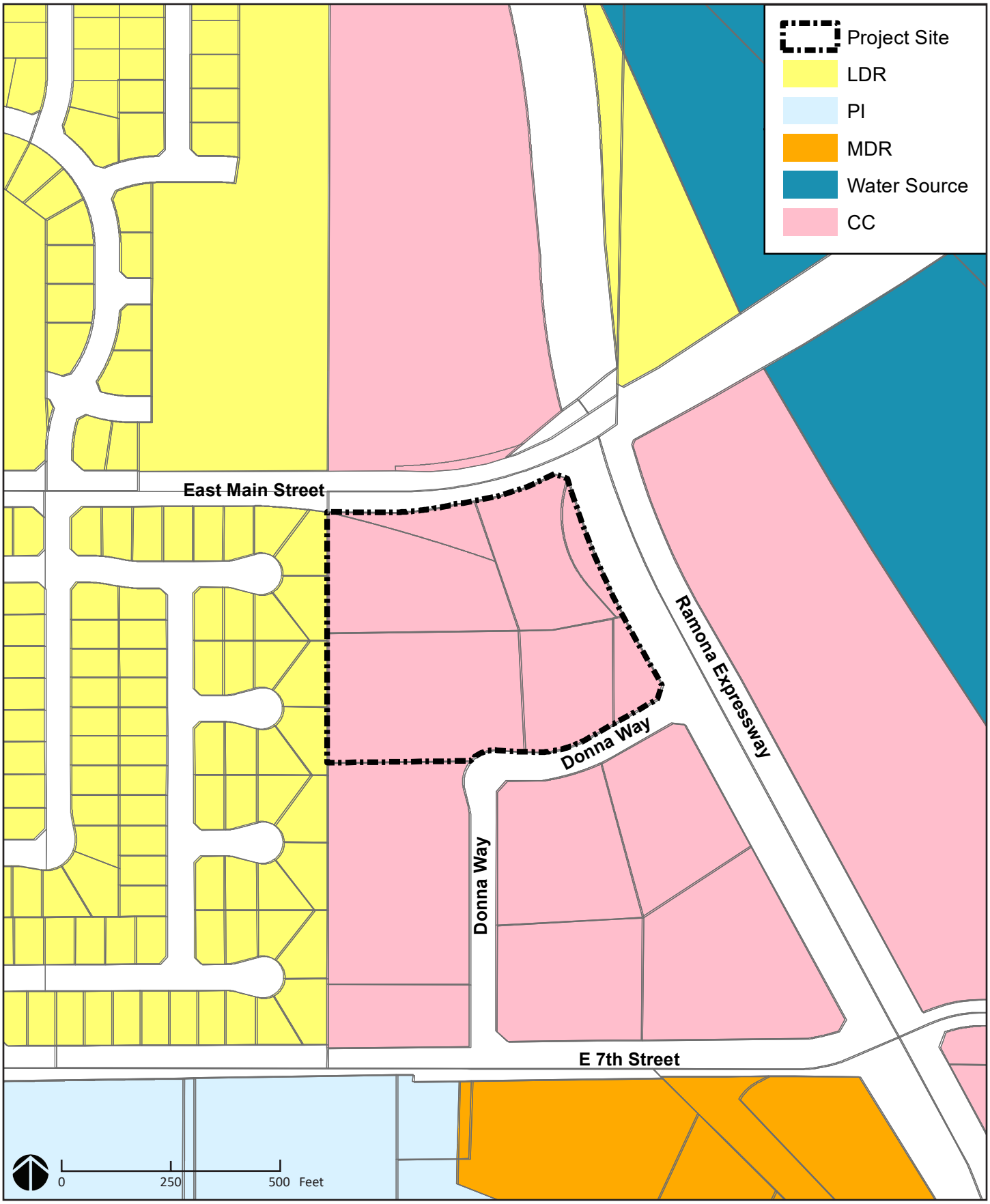


Figure 2
General Plan Map

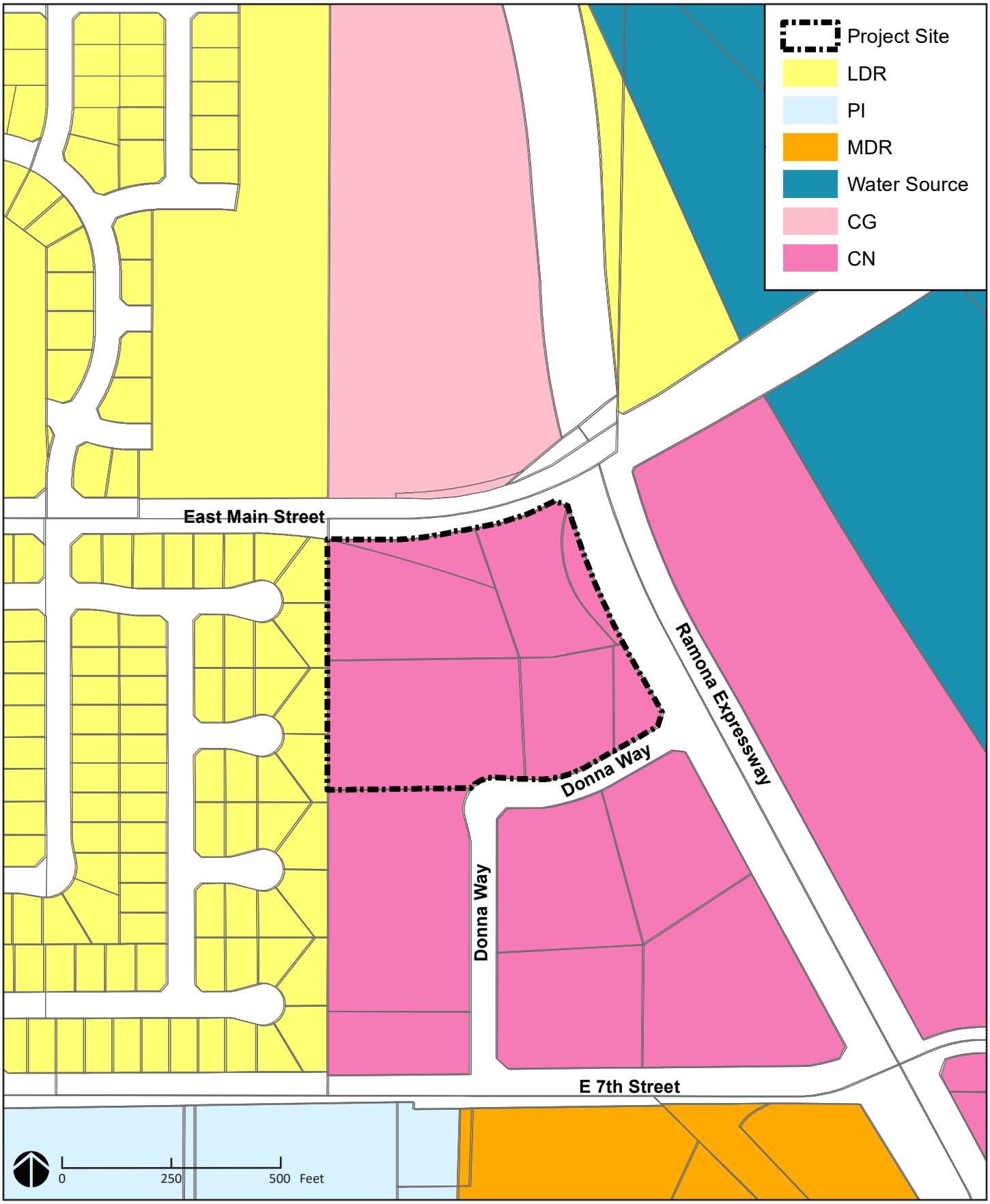
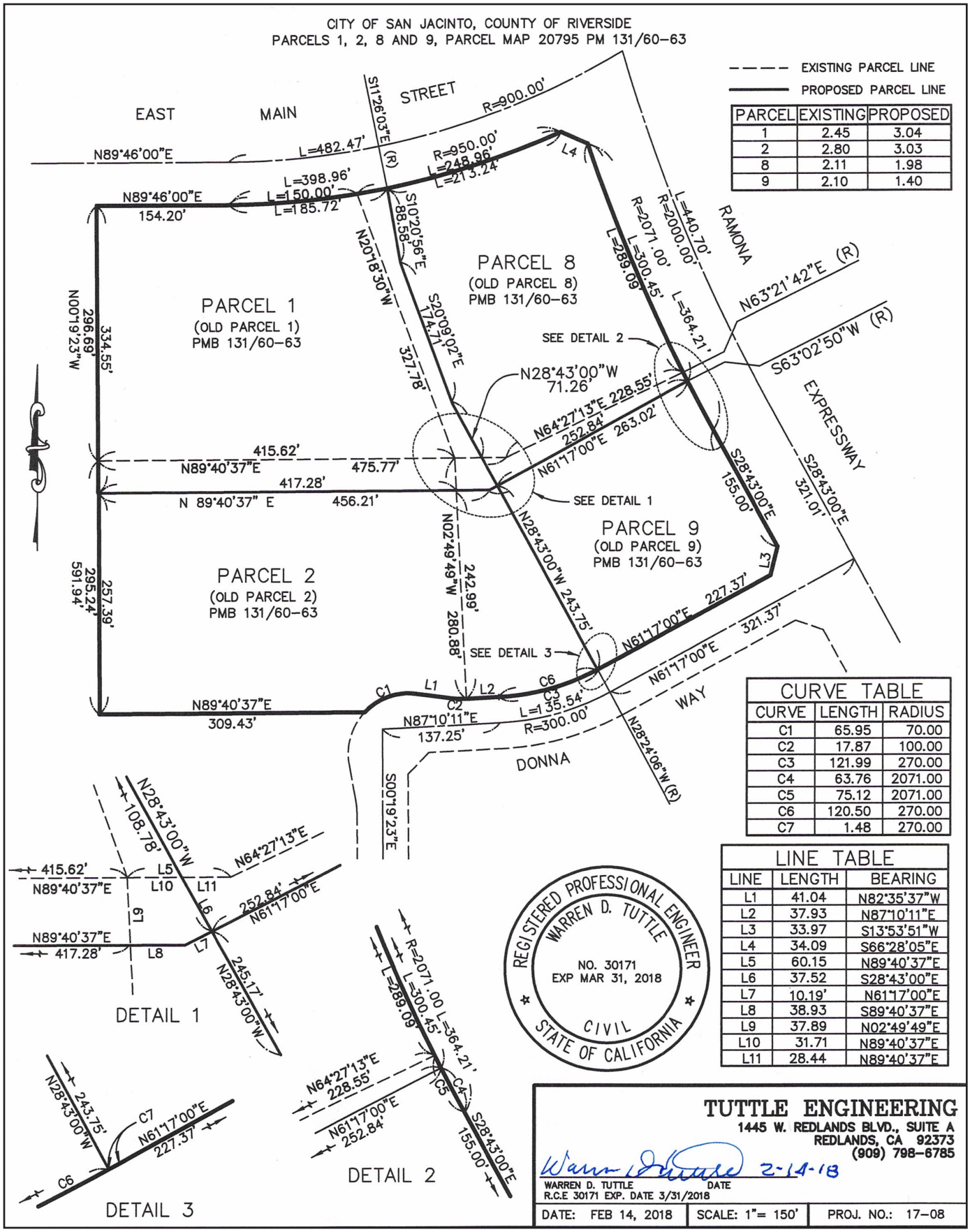


Figure 3
Zoning Map



PARCEL	EXISTING	PROPOSED
1	2.45	3.04
2	2.80	3.03
8	2.11	1.98
9	2.10	1.40

CURVE TABLE		
CURVE	LENGTH	RADIUS
C1	65.95	70.00
C2	17.87	100.00
C3	121.99	270.00
C4	63.76	2071.00
C5	75.12	2071.00
C6	120.50	270.00
C7	1.48	270.00

LINE TABLE		
LINE	LENGTH	BEARING
L1	41.04	N82°35'37"W
L2	37.93	N87°10'11"E
L3	33.97	S13°53'51"W
L4	34.09	S66°28'05"E
L5	60.15	N89°40'37"E
L6	37.52	S28°43'00"E
L7	10.19'	N61°17'00"E
L8	38.93	S89°40'37"E
L9	37.89	N02°49'49"E
L10	31.71	N89°40'37"E
L11	28.44	N89°40'37"E

Figure 4

Lot Line Adjustment

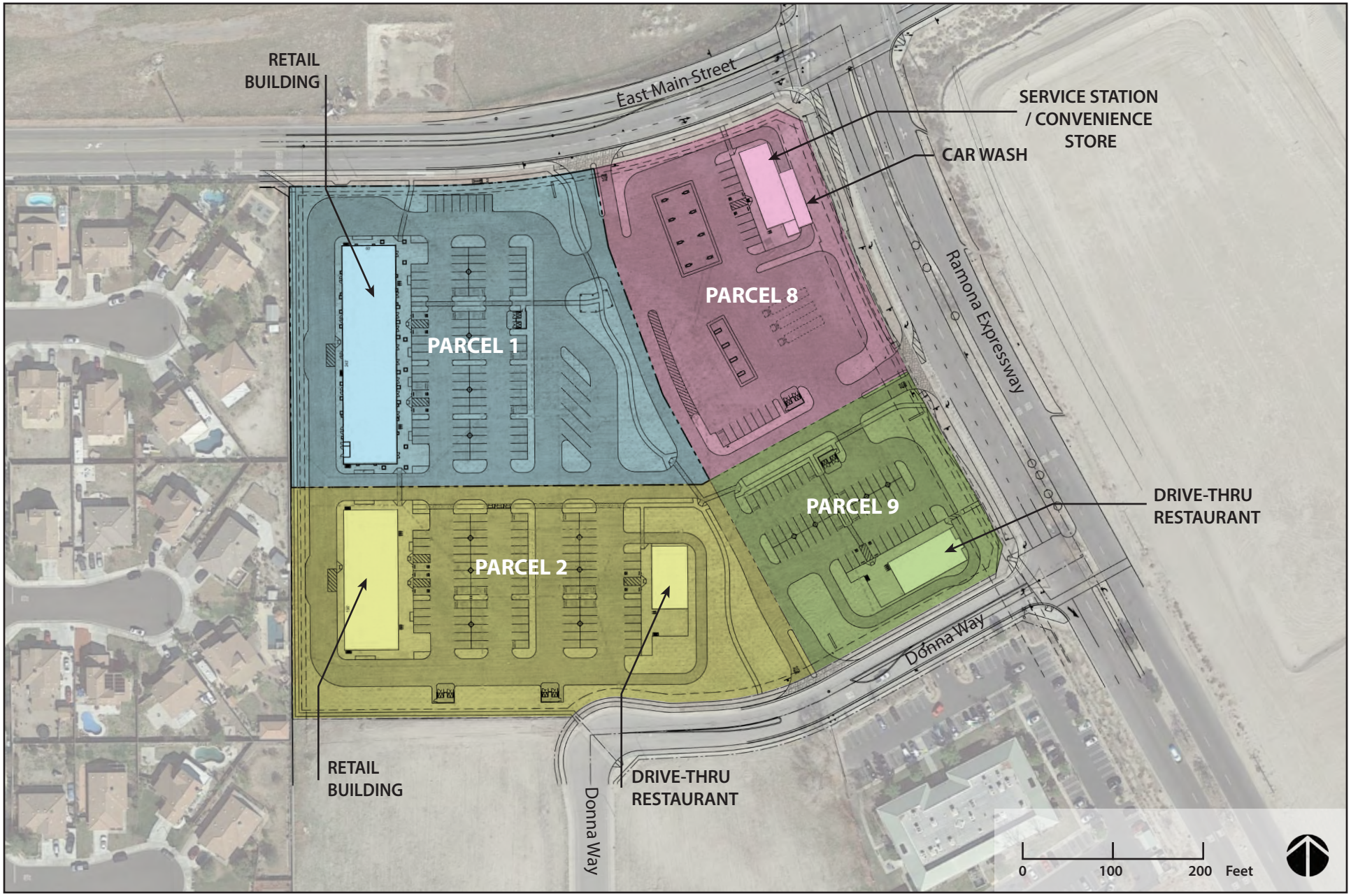


Figure 5

Site Plan

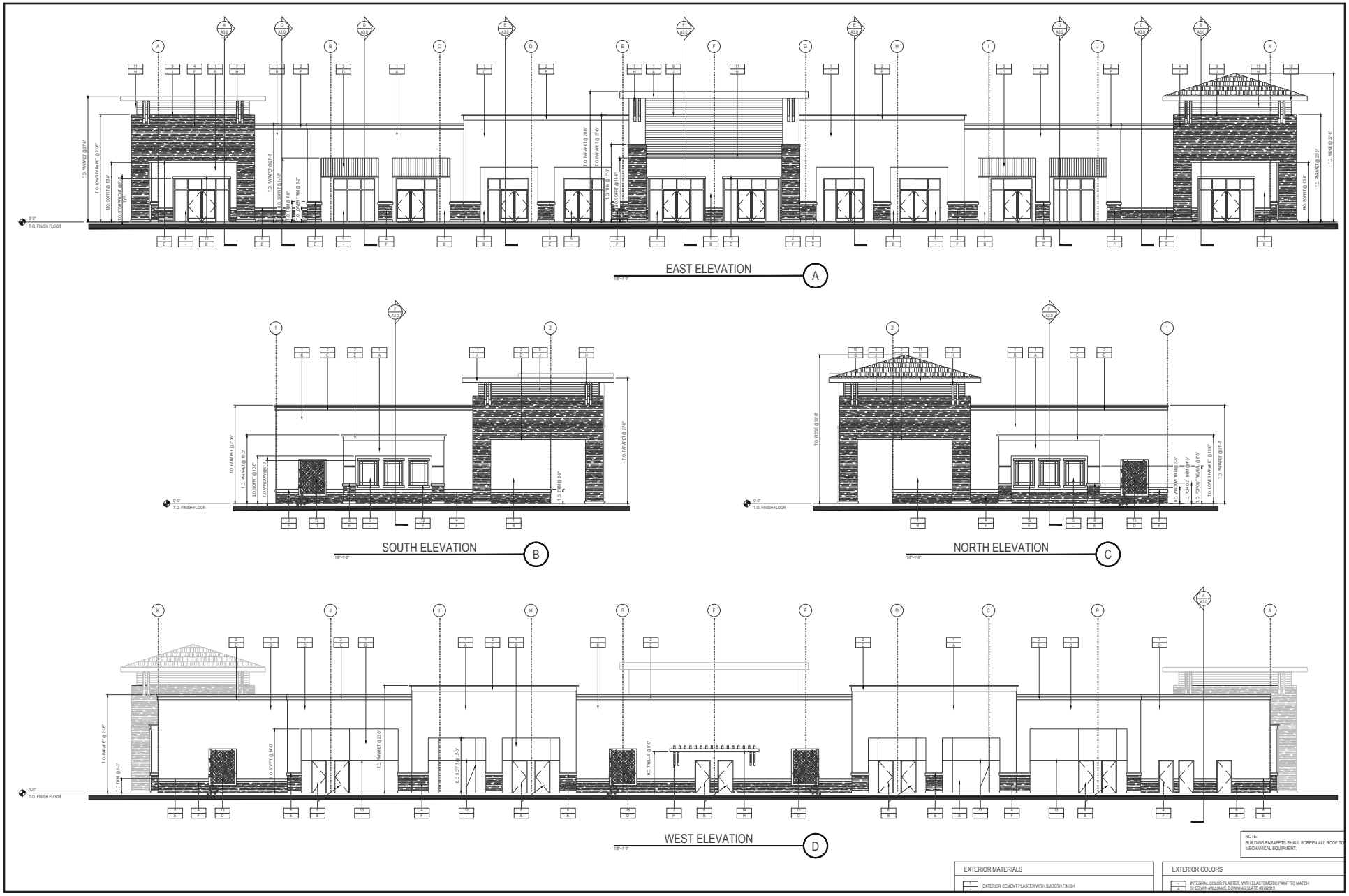


Figure 6

Parcel 1 Retail Building Elevations

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Travis Randel, Planning and Community Development Director	City of San Jacinto
Printed Name	For

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a Lead Agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the Lead Agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The Lead Agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    a) Earlier Analyses Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS – Except as provided in Public Resources Code §21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – **Would the project:**				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012, GPA-1-12, & General Plan EIR Figure 5.1-1 – Major Scenic Resources)*

The project site is located at the eastern fringe of development within the City of San Jacinto. The project site is an undeveloped lot on southwest corner of East Main Street and Ramona Expressway. Plant cover of the site is ruderal (weedy) grassland composed of non-native weeds with some native shrubs (California buckwheat, California brittlebush, and sweet bush occur as isolated plants. The site is flat with a gentle slope down to the northwest. The grades of Ramona Expressway and East Main Street are elevated (by approximately seven feet) respective to the project site at the intersection of the two streets. Further from the intersection, the roads return to the same grade as the project site.

The surrounding area is a mix of residential, commercial and undeveloped areas. To the north are vacant commercial zoned parcels north of East Main Street. To the east, Eastern Municipal Water District Facilities and the Valley Trap Club trap shooting range is located east of Ramona Expressway. To the south, the Soboba Indian Health Clinic and vacant commercial zoned land are located south of Donna Way. To the west, the project site is bordered by the Durango residential development, which includes one- and two-story single-family homes. A six-foot high masonry block wall surrounds the residential development.

The overall visual character of the area is defined by the sparse plain of the San Jacinto Valley that provides distant views of the surrounding mountains. The most scenic views are of the San Jacinto Mountains to the north and east. Since these are the closest mountains, they appear larger and higher. These views are for the most part unobstructed by trees and buildings in the immediate vicinity. The primary public viewpoints are from East Main Street and Ramona Expressway. Donna Way also provides public viewpoints.

The Project would result in the development of the project site, introducing buildings and trees that would decrease the visibility of the horizon and distant mountains. This change would be most noticeable to homes along the eastern edge of the Durango residential development. The views from these homes are currently obstructed by the 6-foot high masonry wall that surrounds the development, by neighboring homes, and associated landscape trees and shrubs. Nevertheless, some homes along the eastern edge have views of the mountains. The Project would introduce buildings and trees that would further obscure views from homes. The landscaping plan includes a row of trees (golden rain tree and holly oak) along the western boundary of the project site that would border the residential area. These would screen views of the proposed commercial development but would also reduce views of the horizon and mountains.

While the Project would reduce views from the homes along the eastern edge of the Durango residential development, this change is consistent with the development of the site provided in the General Plan. The project site has a General Plan land use designation of Community Commercial. The proposed rezone from Commercial Neighborhood to Commercial General would not substantially change the visual impacts from site development. The allowable building height would change from 35 feet to 45 feet. However, all proposed uses are expected to have building heights of less than 35 feet. The Phase I retail center currently under Site Plan Design Review has a maximum height of 32.5 feet; however, most of the building has heights ranging from 20 to 28 feet above grade. The future (Phase II) retail center would also be located near the western boundary and is expected to have a similar design. The future envisioned uses of a gas station/mini mart and drive-through restaurants are also expected to have maximum heights under 35 feet. The change in zoning from Commercial Neighborhood to Commercial General would increase the allowed structure coverage from 40% to 50%, and the impervious surface coverage from 80% to 85%. The proposed site plan for the entire site has a structure coverage of less than 9% and an

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

impervious surface coverage of approximately 77%. Other development standards for the Commercial General zone are the same or similar to the development standards for Commercial Neighborhood.

When viewed from the public view corridors of East Main Street and Ramona Expressway, the Project would have less of an effect on scenic vistas. From viewpoints on East Main Street directly north of the project site, the Project would diminish views of distant mountains to the southeast; however, the primary scenic vista is of the mountains to the north and east, which would be unobstructed. From viewpoints on Ramona Expressway, the primary scenic vista of the mountains to the north and east would not be obstructed. From Donna Way, views of the mountains would be partially obstructed by the proposed developments.

While the development of the Project would reduce scenic views from some residences located west of the project site, scenic views along the primary public view corridors of East Main Street and Ramona Expressway would not be significantly obstructed. Site Plan Design Review will be required of all proposed developments, which will ensure proposed buildings and landscaping meet the City's design requirements. Therefore, the Project would have a **less-than-significant impact** directly, indirectly and cumulatively on scenic vistas.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-4 – Cultural Resources, Arts & Culture Element – Figure AC-1, General Plan EIR, General Plan EIR Addendum August 2012, GPA-1-12, General Plan EIR Figure 5.1-1 – Major Scenic Resources, City of San Jacinto Landscape Design Guidelines – Appendix One – Parkway & Median Master Plan, & Municipal Code Chapter 12.20 – Street Trees and Shrubs)*

No state scenic highways are located near the project site. The project site does not contain trees, rock outcroppings or historic buildings. **No impacts** would occur directly, indirectly or cumulatively to scenic resources within a state scenic highway.

c) In non-urbanized areas, 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 publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)	☐	☐	☒	☐

Response: *General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012, GPA-1-12)*

The Project would change the visual character of the project site from undeveloped open space to an urban commercial center. The visual character of the project site is defined by its flatness and weedy vegetation. As such, the project site does not possess visual characteristics that contribute significantly to the area. The visual character of the site and surroundings is defined by views of the surrounding mountains. As described under question a) above, the Project would diminish some views of distant mountains, but would not obstruct the primary scenic vistas of the mountains from East Main Street and Ramona Expressway.

The project would be consistent with the proposed zoning of Commercial General, and would comply with all design standards. No variances are being requested. Development of the site as proposed, in compliance with the City's design standards, would not result in the loss of distinct or valuable visual characteristics of the site and surroundings. The Project would result in a **less-than-significant impact** directly, indirectly and cumulatively on the visual character of the site and surroundings.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Response: (*General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012, GPA-1-12, Development Code Section 17.300.080 – Outdoor Light & Glare, Riverside County Ordinance 655 – Regulating Light Pollution & San Jacinto Valley Area Plan of the Riverside County General Plan)*

The City of San Jacinto is in Zone B of the Mount Palomar Observatory, located in San Diego County. Zone B is the area defined as a circular ring forty-five (45) miles in radius centered on Palomar Observatory. The Project site is 29.65 miles from Mount Palomar Observatory. As well, the City enjoys limited night sky impacts due to its rural nature. To preserve the night sky, lighting must be designed to limit leak spillage that may obstruct or hinder the view of the nighttime sky. To reduce impacts related to light pollution, the City requires that all developments introducing new light sources, or modifications to existing light sources, to shield all such devices. An exterior lighting plan shall be submitted to Design Review staff for review and approval. A photometric study and manufacturer's cut sheets of all exterior lighting on the building, in the landscaped areas and in the parking lot shall be submitted with the exterior lighting plan. All on-site lighting shall provide a minimum intensity of one foot-candle and a maximum intensity of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources shall be shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed twenty (20) feet in height, including the height of any concrete or other base material.

In addition, the design of the buildings reduces the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials will use earth tone light colors with a low-reflectance. Any bare metallic surfaces found on infrastructure such as pipes and poles shall be painted to minimize reflectance and glare. As designed the impacts to the nighttime sky and the potential for glare will be **less than significant,** directly, indirectly and cumulatively.

II. AGRICULTURE AND FOREST RESOURCES –

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – **Would the project:**

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? Or pursuant to the City of San Jacinto's General Plan (page RM-28), convert Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☒	☐

Response: (*General Plan as amended October 19, 2012, Figure RM-5 – Agricultural Resources, RM-6 – Important Farmland, RM-3 – Vegetation Communities, General Plan EIR, Figure 5.2-1 – Agricultural Resources, Figure 5.2-1 – Important Farmland, General Plan EIR Addendum August 2012, GPA-1-12, Development Code Section 17.305.040 – Agriculture (Right to Farm), & 2014 Farmland Mapping and Monitoring Program map)*

The project site is designated as Farmland of Local Importance by the Farmland Mapping and Monitoring Program of the California Resources Agency. This designation is applied to sites that would be classified

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

as Prime and Statewide but lack available irrigation water. The project site was historically used for agriculture but has been fallow and vacant for over 20 years. The Project would not convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance.

The project site is also identified as Farmland of Local Importance within the San Jacinto General Plan (Figure RM-6 Important Farmland). The General Plan designates the site as Community Commercial and the General Plan EIR addressed the conversion of farmland to urban development. In approving the General Plan, the City adopted a Statement of Overriding Considerations to address the loss of farmland associated with buildout of the General Plan. Because the loss of Farmland was adequately addressed in the General Plan EIR, the loss of Farmland of Local Importance that will occur with development of the Project is not treated as significant here. Accordingly, impacts to Farmland will be **less than significant,** directly, indirectly and cumulatively.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Response: (*General Plan as amended October 19, 2012, Figure RM-5 – Agricultural Resources, RM-6 – Important Farmland, RM-3 – Vegetation Communities, General Plan EIR, Figure 5.2-1 – Agricultural Resources, Figure 5.2-1 – Important Farmland, General Plan EIR Addendum August 2012, GPA-1-12, Development Code Section 17.305.040 – Agriculture (Right to Farm), & 2014 Farmland Mapping and Monitoring Program Map)*

The project site is designated and zoned for commercial development. The surrounding areas are not zoned for agriculture or enrolled in a Williamson Act contract. The closest active agricultural fields are located 1/4 mile north of the project site. The closest parcel zoned for agriculture is located 1/3 mile southeast of the project site. The closest lands enrolled in a Williamson Act contract are over 3 miles away. **No impacts** would occur directly, indirectly and cumulatively to existing 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))?	☐	☐	☐	☒

Response: (*Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)*

In Southern California, including Riverside County and the City of San Jacinto, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. Accordingly, there are no existing or currently proposed zoning of forest land, timberland or Timberland Production Zones within the City of San Jacinto. In addition, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County including the City of San Jacinto. Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and the Project will have **no impact,** directly, indirectly or cumulatively to forest land.

d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

Response: *(Source: Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)*

There is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested); therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have **no impact,** directly, indirectly or cumulatively to 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	☐	☐	☐	☒

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland, to non-agricultural use or conversion of forest land to non-forest use?				

Response: (*General Plan as amended October 19, 2012, Figure RM-5 – Agricultural Resources, RM-6 – Important Farmland, RM-3 – Vegetation Communities, General Plan EIR, Figure 5.2-1 – Agricultural Resources, Figure 5.2-1 – Important Farmland, General Plan EIR Addendum August 2012, GPA-1-12, Development Code Section 17.305.040 – Agriculture (Right to Farm), & 2014 Farmland Mapping and Monitoring Program map, & Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)*

As noted above, the closest agricultural fields are 1/4 mile away. Development of the proposed commercial center would not significantly impact agriculture in the area or result in the conversion of Farmland to non-agricultural use. No forestry resources exist within the City of San Jacinto. Impacts to conversion of Farmland and forest land would be less than significant, directly, indirectly and cumulatively.
As noted above, there is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested); therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have **no impact,** directly, indirectly or cumulatively.

III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**

a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒

Response: *(Source: South Coast Air Quality Management District's 2012 Air Quality Management Plan & Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, November 2018)*

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project is considered consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:

(1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

(2) Whether the project will exceed the assumptions in the AQMP in 2012 or increments based on the year of project buildout and phase. Both criteria are evaluated in the following sections.

Criterion 1 - Increase in the Frequency or Severity of Violations
Based on the air quality modeling analysis performed for the Project as part of the Air Quality and Greenhouse Gas Report neither short-term construction impacts, nor long-term operations will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Therefore, the Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?
Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of San Jacinto Land Use Plan defines the assumptions that are represented in the AQMP.

The existing General Plan land use designation for the project site is Community Commercial. The Project would be consistent with this General Plan land use designation. Therefore, the Project would

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
not exceed the AQMP assumptions for the project site and is found to be consistent with the AQMP for the second criterion. Based on the above, the Project will have **no impact** on the SCAQMD AQMP.				
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?	☐	☐	☒	☐

Response: *(Source: Municipal Code 10.28 – Vehicle Trip Reduction Program, Chapter 15.30 – Dust Control, Development Code Section 17.300.030 Air Quality, Chapter 17.350 – Transportation Demand Management, South Coast Air Quality Management District's 2012 Air Quality Management Plan & Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, November 2018)*

The Air Quality and Greenhouse Gas Report prepared for the Project found the following related to Construction Emissions Impacts:

Regional Construction Emissions

The construction emissions for the Project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in the table below, and therefore would be considered **less than significant**.

Regional Significance – Construction Emission (pounds/day)

Pollutant	Maximum Day Emissions (lbs/day)	Significance Thresholds (lbs/day)
Nitrogen Oxides (NOx)	58.3	100
Volatile Organic Compounds (VOC)	20.0	75
Particulate Matter < 10 microns (PM10)	10.9	150
Particulate Matter < 2.5 microns (PM2.5)	6.9	55
Sulfur Oxides (SOx)	0.1	150
Carbon Monoxide (CO)	26.3	550
Source: Air Quality and Greenhouse Gas Report.		

Localized Construction Emissions

In addition to addressing emissions on a regional basis, SCAQMD has developed methodology to address the potential for project emissions to result in elevated concentrations of pollutants that exceed ambient air quality standards. The SCAQMD Localized Significance Threshold (LST) Methodology (SCAQMD, 2008a) uses tables of emission thresholds based on the project's location and site acreage to determine the significance of emissions for CEQA purposes. The data provided in the table below shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds. Therefore, a **less-than-significant local air quality impact** would occur from the construction of the Project.

Localized Significance -- Construction

Phase	Pollutant Emissions (lbs/day)			
	NOx	CO	PM10	PM2.5
Site Preparation	48.2	22.5	10.7	6.8
Grading	30.7	16.6	4.5	2.9
Building Construction	23.4	17.6	1.5	1.4
Paving	15.2	14.7	0.8	0.8
Architectural Coating	1.8	1.8	0.1	0.1
SCAQMD LST Threshold	371	1,965	13	8
Source: Air Quality and Greenhouse Gas Report.				

Construction-Related Toxic Air Contaminant Impact

Construction activities would result in short-term emissions of diesel particulate matter (diesel PM) from off-road heavy-duty diesel equipment exhaust and diesel-fueled haul trucks. Diesel PM was identified as a toxic air contaminant (TAC) by the California Air Resources Board (CARB) in 1998. Health risks associated with exposure of sensitive receptors to TAC emissions are typically based on the concentration of a substance or substances in the environment (dose) and the duration of exposure to the substance(s). Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level for the maximally exposed individual. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a long period of time. According to the California Office of Environmental Health Hazard Assessment, health risk assessments, which determine the exposure of sensitive receptors to TAC emissions, should be based on a 70-year exposure period. Project construction, however, would occur over a much shorter period of time. The site preparation and grading phases, which would generate most of the diesel PM on the site, would be limited to about six weeks. Use of off-road heavy-duty diesel equipment would be temporary, and diesel PM emissions would disperse rapidly with distance from the source. Thus, construction-related TAC emissions would not expose sensitive off-site receptors to substantial concentrations of TACs. The Project would result in a **less-than-significant impact** for short-term toxic air containments during construction of the Project.

Regional Operational Emissions

The operations-related criteria air quality impacts created by the Project have been analyzed through the use of CalEEMod model. The operating emissions were based on the year 2020, which is the anticipated opening year for the first phase of the Project. The summer and winter emissions created by the Project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in the table below.

Regional Significance – Operational Emissions (lbs/day)

Pollutant	Maximum Day Emissions (lbs/day)	Significance Thresholds (lbs/day)
Nitrogen Oxides (NOx)	48.8	55
Volatile Organic Compounds (VOC)	13.7	55
Particulate Matter < 10 microns (PM10)	14.4	150
Particulate Matter < 2.5 microns (PM2.5)	4.0	55
Sulfur Oxides (SOx)	0.22	150
Carbon Monoxide (CO)	87.7	550
Source: Air Quality and Greenhouse Gas Report.		

Localized Operational Emissions

The table below shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in the table below include all on-site Project-related stationary sources and 10% of the Project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site. Therefore, the Project will have a **less-than-significant impact** on Localized Operational emissions.

Localized Significance – Operation Emissions

Emission Sources	Pollutant Emissions (pounds/day)			
	NOx	CO	PM10	PM2.5
Area	0.00	0.06	0.00	0.00
Energy	0.46	0.38	0.03	0.03
Mobile	4.83	8.73	1.43	0.40
Total On-site Emissions	**5.29**	**9.11**	**1.46**	**0.43**
SCAQMD LST Threshold	371	1,965	4	2
Source: Air Quality and Greenhouse Gas Report.				

CO Hot Spot Emissions

SCAQMD recommends that a local CO hot spot analysis be conducted if an intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decreases an intersection from C to D.

One intersection, Ramona Expressway and East Main Street/Lake Park Drive, would operate at LOS D with or without the Project. Based on traffic volumes estimated in the traffic study (Michael Baker International, 2019), with the project Ramona Expressway would have an average traffic volume of approximately 22,240 vehicles per day and East Main Street has approximately 6,540 vehicles per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at this intersection would be well below 100,000 vehicles and below the necessary volume to cause a violation of the CO standard. Therefore, no CO “hot spot” modeling was performed, and project impacts on CO concentrations are considered to be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Operational Toxic Air Contaminant Impact

Operation of the proposed service station would release TACs including benzene, ethylbenzene, toluene, xylenes, and naphthalene from gasoline vapors. These vapors are emitted during the transfer of gasoline from tanker trucks to underground storage tanks, venting of underground storage tanks, and refueling vehicles (including spillage). The service station would be required to have an enhanced vapor recovery system that is effective at removing 98 percent of Phase I emissions and 95 percent of Phase II emissions. A health risk assessment (HRA) was completed for the proposed service station using SCAQMD's Rule 1401 Calculator that was developed to assist in determining the cancer and non-cancer health effects of facilities emitting TACs. The calculation indicates a Maximum Individual Cancer Risk (MICR) of 1.373 for a residential receptor and 1.152 for a commercial receptor, these values are below the SCAQMD's significance threshold of 10 in a million. The calculation also indicates that chronic and acute hazard risks are negligible. Because TAC emissions associated with operation of the proposed service station would not exceed significance thresholds and screening criteria, the Project would result in a **less-than-significant impact**.

c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐

Response: *(Source: Municipal Code 10.28 – Vehicle Trip Reduction Program, Chapter 15.30 – Dust Control, Development Code Section 17.300.030 Air Quality, Chapter 17.350 – Transportation Demand Management, South Coast Air Quality Management District's 2012 Air Quality Management Plan & Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, November 2018)*

As noted in Response III a) and b) above, the construction-related and operational emissions of the Project would not exceed significance thresholds**.** Therefore, the Project will have a **less-than-significant impact** on sensitive receptors.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☒	☐

Response: *(Source: Municipal Code 10.28 – Vehicle Trip Reduction Program, Chapter 15.30 – Dust Control, Development Code Section 17.300.030 Air Quality, Chapter 17.350 – Transportation Demand Management, South Coast Air Quality Management District's 2012 Air Quality Management Plan & Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, November 2018)*

Potential sources that may emit odors during construction activities include the application of materials such as paint and asphalt pavement. The objectionable odors that may be produced during the construction process would be short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. In addition, SCAQMD Rule 1113 limits the amount of volatile organic compounds from architectural coatings. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction.

Operation of the Project would include two drive-through restaurants and other retail establishments. Odors generated on the site would be primarily associated with exhaust fumes from cooking food, with charbroilers being the most significant source. SCAQMD Rule 1138 requires restaurants with chain-driven charbroilers to install odor-reducing equipment. Garbage collection would also have the potential to generate foul odors. Good housekeeping practices would be sufficient to prevent nuisance odors. In addition, SCAQMD Rule 402 (Nuisance) would limit potential objectionable odor impacts. With compliance with SCAQMD rules, construction and operation of the Project would result in a **less-than-significant impact**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
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 by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, General Biological Assessment, prepared by ENVIRA, April 23, 2019 & San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019)*

A General Biological Assessment was prepared for the Project by ENVIRA (April 2019). The General Biological Assessment includes habitat assessments and focused surveys for resources covered under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) survey requirements, including the burrowing owl (*Athene cunicularia*), San Bernardino kangaroo rat (*Dipodomys merriami parvus*), and Los Angeles pocket mouse (*Perognathus longimembris brevinasus*). The project site was re-surveyed for burrowing owl, San Bernardino kangaroo rate, and Los Angeles pocket mouse in June 2019 (ENVIRA, July 2019).

Plant Communities

The project site was historically used for agriculture but has been fallow and vacant for over 20 years. It has been mowed and possibly disked occasionally for weed control. Currently, the plant community found on site is a ruderal (weedy) grassland composed of a mix of non-native weeds such as Mediterranean grass (*Schismus barbatus*), short-pod mustard (*Hirschfeldia incana*), red-stemmed filaree (*Erodium cicutarium*). Native shrub species such as California buckwheat (*Eriogonum fasciculatum*), California brittlebush (*Encelia farinosa*) and sweet bush (*Bebbia juncea*) occur as isolated plants. Herbaceous cover is estimated at 85 percent, and shrub cover at less than 1 percent. The MSHCP does not identify the project area as having habitat for Criteria Area or Narrow Endemic Plant species.

Wildlife

Only a few day-time wildlife species were observed during field surveys, mostly due to the lack of plant cover, water and native food resources. Bird species observed included common species such as mourning dove (Zenaida macroura), house sparrow (*Passer domesticus*), California towhee (*Pipilo crissalis*), and lark sparrow (*Chondestes grammacus*). The side-blotched lizard (*Uta stansburiana*) was the only reptile observed. No amphibian species were observed. Mammal species observed included Audubon's cottontail (*Syvilagus audubonii*), and Botta's pocket gopher (*Thomomys bottae*).

The habitat assessment identified potential habitat for sensitive biological resources, in particular the San Bernardino kangaroo rat, Los Angeles pocket mouse, and burrowing owl as identified in the MSHCP.

San Bernardino Kangaroo Rat

The habitat assessment conducted by ENVIRA in 2017 identified potential kangaroo rat burrows. To determine whether SBKR were present on the project site, protocol trapping survey were conducted by ENVIRA in September 2017 and June 2019. The trapping surveys were conducted according to USFWS protocols established for SBKR, which require five nights of live-trapping. The SBKR was not captured, and the species is therefore considered absent from the project site.

Los Angeles Pocket Mouse

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The habitat assessment conducted by ENVIRA in 2017 identified potential pocket mouse burrows. However, during the subsequent protocol trapping surveys in 2017 and 2019, the LAPM was not captured. The species is therefore considered absent from the project site.

Burrowing Owl

The entire project site is within the MSHCP designated survey area for the burrowing owl. Habitat for burrowing owl was assessed over the entire project site by ENVIRA biologist Philippe Vergne in 2017. Surveys conducted in accordance with MSHCP's Burrowing Owl Survey Instructions were conducted in 2017 and 2019. The surveys included looking for burrowing owl burrows, whitewash, pellets, animal remains and other burrowing owl indicators.

No potential burrows and no sign of burrowing owls were observed on the project site. However, burrowing owls were observed north of East Main Street in 2017 indicating that the project site could be used for foraging by burrowing owl or could get colonized in the future. Because the site has the potential to support burrowing owls in the future, the MSHCP requires that pre-construction surveys be conducted prior to disturbance of the site. Therefore, **MM BIO 1** is recommended for compliance with the MSHCP burrowing owl requirements.

The Project will have a **less-than-significant impact with mitigation** on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.

MM BIO 1 – Burrowing Owl

- If construction occurs during the breeding season (February 1 to August 31), a burrowing owl breeding bird survey following the recommended guidelines of the MSHCP will be required within 30 days prior to construction to determine if nesting is occurring on site.
- If burrowing owl have colonized the project site, the Applicant will prepare a Burrowing Owl Protection and Relocation Plan for approval by RCA and CDFW.
- Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival.
- If the biologist is not able to verify one of the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet.
- Relocation of burrowing owl is subject to the above conditions and prior coordination with RCA, CDFW and the United States Fish and Wildlife Service (USFWS).

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, General Biological Assessment, prepared by ENVIRA, April 23, 2019 & San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Riparian/Riverine Areas

Riparian/Riverine Areas are defined by the MSHCP as "*lands which contain Habitat dominated by tress* [sic]*, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year*".

The California Department of Fish and Wildlife (CDFW), through provisions of the State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. Lateral limits of jurisdiction are not clearly defined, but generally include any riparian resources associated with a stream or lake, CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream or lake as defined by CDFW.

Water may have historically flowed across the project site, but the natural flow was altered years ago by the channeling of the San Jacinto River, the development of agriculture and the construction of adjacent roadways and development. The site is almost flat and has sandy soils. There are no riparian habitats, drainages, culverts, streams, or other waters that would come under the jurisdiction of the CDFW.

Therefore, the Project will have **no impact** to riparian or riverine areas.

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, General Biological Assessment, prepared by ENVIRA, April 23, 2019 & San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019)*

Vernal Pool

Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season . . .. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records" (Riverside County Transportation and Land Management Agency).

Prior to 1990s, the site appears to have been in active agricultural use. Since then, it appears to have been occasionally disked for weed control.

The soils mapped on the site are all described by the National Resource Conservation Service as loamy sands or sandy loams. The soils are described as somewhat poorly drained to excessively well-drained. Flooding in all the soils is rare, and ponding never occurs (NRCS, 2019).

Based on the survey results, soils type and history of the site, vernal pools are not present.

Army Corps of Engineers

The Corps regulates discharges of dredged or fill material into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The lateral limit of Corps jurisdiction extends to the Ordinary High Water Mark (OHWM) and to any wetland areas extending beyond the OHWM; thus, the maximum jurisdictional area is represented by the OHWM or wetland limit, whichever is greater.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Corps regulatory jurisdiction pursuant to Section 404 of the Clean Water Act is founded on a connection or nexus between the water body in question and interstate (waterway) commerce. This connection may be direct, through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce, or may be indirect, through a nexus identified in the Corps regulations.

Water may have historically flowed across the Project site, but the natural flow was altered years ago by the channeling of the San Jacinto River, and the development of the surrounding area. There are no waters or wetland habitats that would be subject to Corps jurisdiction pursuant Section 404 of the Clean Water Act.

Regional Water Quality Control Board
The Corps has delegated the authority for use of 404 permits to each individual state. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean Water Act regulations. The Board has authority to issue a 401 permit that allows the use of a 404 permit in the state, with the authority in the state being vested in regional offices known as Regional Water Quality Control Boards (RWQCB).

Under the Porter-Cologne Act of 2003, the SWRCB has extended its responsibilities to include impacts to water quality from non-point source pollution. In addition, the SWRCB has the responsibility to require that projects address ground water and water quality issues, which would be evaluated as part of the geotechnical and hydrology studies. Their authority extends to all waters of the State (of California).

Water may have flowed across the project site in the past, but historic natural flow in the region was altered years ago, by channelization, the development of agriculture and development of the surrounding area. There are no waters or wetland habitats that would come under the jurisdiction of the Santa Ana RWQCB or provide any Beneficial Uses (BUs) that might come under the RWQCB protection.

Therefore, the Project will have **no impact** on protected wetlands.

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?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, General Biological Assessment, prepared by ENVIRA, April 23, 2019 & San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019)*

Habitat Fragmentation and Wildlife Movement
Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts to wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.

The surrounding area includes residential and commercial development and some vacant lots. None of the adjacent lands provide habitat that supports significant wildlife populations. The closest area of important habitat is the San Jacinto River floodplain. This habitat is separated from the project site by Ramona Expressway, the river levee, and Eastern Municipal Water District (EMWD) property used for percolation that is maintained free of vegetation. Habitat on the project site is ruderal grassland and is

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

isolated from the surrounding area. As such, the project site does not provide for wildlife movement in the area.

Raptors, Migratory Birds, and Habitat
Most of the raptor species (eagles, hawks, falcons and owls) are experiencing population declines because of habitat loss. Some, such as the peregrine falcon, have also experienced population losses as a result of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.

Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals to kill, take, possess or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior Department (16 U. S. Code 703).

Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended. State protection is extended to all birds of prey by the CDFW Code, Section 2503.5. No take is allowed under these provisions except through the approval of the agencies or their designated representatives.

Because the project site has no trees, there is no nesting habitat for raptors or migratory birds on site other than for ground nesting species (burrowing owl, Killdeer, Larks). While unlikely, the project site may provide habitat for ground-nesting migratory birds. Therefore, **MM BIO 2** is recommended for to avoid impacts to nesting birds.

MM BIO 2 – Nesting Birds

- A breeding bird survey will be required to determine if nesting is occurring no more than five days prior to ground disturbing activities. Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival.
- If the biologist is not able to verify one of the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site.

The Project will have a **less-than-significant impact with mitigation** on habitat fragmentation and nesting birds.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, General Biological Assessment, prepared by ENVIRA, April 23, 2019 & San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019)*

Habitat on the project site is limited to ruderal grasslands. The site does not contain any trees or other significant biological resources protected by policies or ordinances. Therefore, **no impact**, directly, indirectly and cumulatively, will occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element – Figure RM-1 – Open Space Resources, RM-3 – Vegetation Communities, General Plan EIR, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.4-1 – Vegetation Communities, Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria, Riverside County Multiple Species Habitat Conservation Plan (MSHCP), Development Code Chapter 17.520 – Natural Resource Conservation, Noise Assessment, prepared by Ldn Consulting, Inc., July 15, 2019, General Biological Assessment, prepared by ENVIRA, April 23, 2019, San Bernardino Kangaroo Rat and Los Angeles pocket mouse Presence/Absence Trapping and Burrowing Owl Re-Surveys, prepared by ENVIRA, June 25, 2019 & Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, July 2019)*

The subject property is located within the Criteria Area of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) San Jacinto Valley Area Plan. As such, the Project must comply with the requirements of the MSHCP. The applicant is required to pay the MSHCP Development Mitigation Fee and the Project must be consistent with MSHCP Reserve Assembly criteria and "Other Plan Requirements."

Reserve Assembly

The approximately 9.5-acre project site is within the MSHCP Criteria Area of Subunit 3, Upper San Jacinto River/Bautista Creek for the San Jacinto Valley Area Plan. Specifically, approximately 8.7 acres of the project site is within Criteria Cell 3098 and approximately 0.8 acre of the project site is located within Criteria Cell 3099. The MSHCP identifies that conservation of grassland habitat within Criteria Cells 3098 and 3099 is intended to contribute to the assembly of Proposed Core 5, which is comprised of the portion of the upper San Jacinto River extending from the San Jacinto Mountains to just west of State Street.

The MSHCP identifies that conservation within Criteria Cell 3098 will range from 5% to 15% of the Cell focusing in the southeastern portion of the Cell. The acreage that needs to be conserved in this cell will therefore range from 8 to 24 acres. The project site is located within the southeast portion of Criteria Cell 3098 which is the area described for Conservation. Criteria Cell 3099 is part of Cell Group Z; there are four Cells in this Cell Group and Cell 3099 is the southernmost Cell in the Cell Group. Conservation within Cell Group Z will be approximately 5% (approximately 32 acres) of the Cell Group focusing in the southwestern portion of the Cell Group. The project site is located within the southwestern portion of Cell Group Z which is the area described for Conservation.

Because the Project would develop the entire project site, the Criteria of the MSHCP must be modified via a Criteria Refinement. To meet the Reserve Assembly goals of the MSHCP, the applicant has identified an 11.6-acre Replacement Site. The Replacement Site proposed to be conserved as part of the Criteria Refinement is located northwest of the Soboba Springs Country Club, south of Soboba Road, and adjacent to existing conserved lands (**Figure 7**). The APNs associated with the Replacement Site include a portion of APN 433-080-005, 433-080-011, and 433-080-012.

Approximately 11.2 acres of the Replacement Site is located within Criteria Cell 2787, approximately 0.16 acre of the Replacement Site is located within Criteria Cell 2893, approximately 0.001 acre of the Replacement Site is located within Criteria Cell 2895, and approximately 0.249 acre of the Replacement Site is located outside of a Criteria Cell. The Replacement Site is located within portions of these Criteria Cells that were not identified for conservation within the MSHCP. Therefore, conservation of the Replacement Site would contribute lands not already called out for conservation, which means the MSHCP would get additional lands within Criteria Cells 2787, 2893 and 2895.

The proposed Criteria Refinement will result in approximately 11.6 acres of higher quality habitat being added to the MSHCP Conservation Area that were not originally intended to be Conserved. Approximately 8.7 acres of the 11.6-acre Replacement Site would compensate for the development of Criteria Cell 3098 by the Project (1:1 replacement ratio), while the remaining approximately 2.9 acres is identified to compensate for the removal of 0.8 acre in Criteria Cell 3099 (3.6:1 replacement ratio). The total acreage being conserved is greater than the total area being removed for development (approximately 11.6

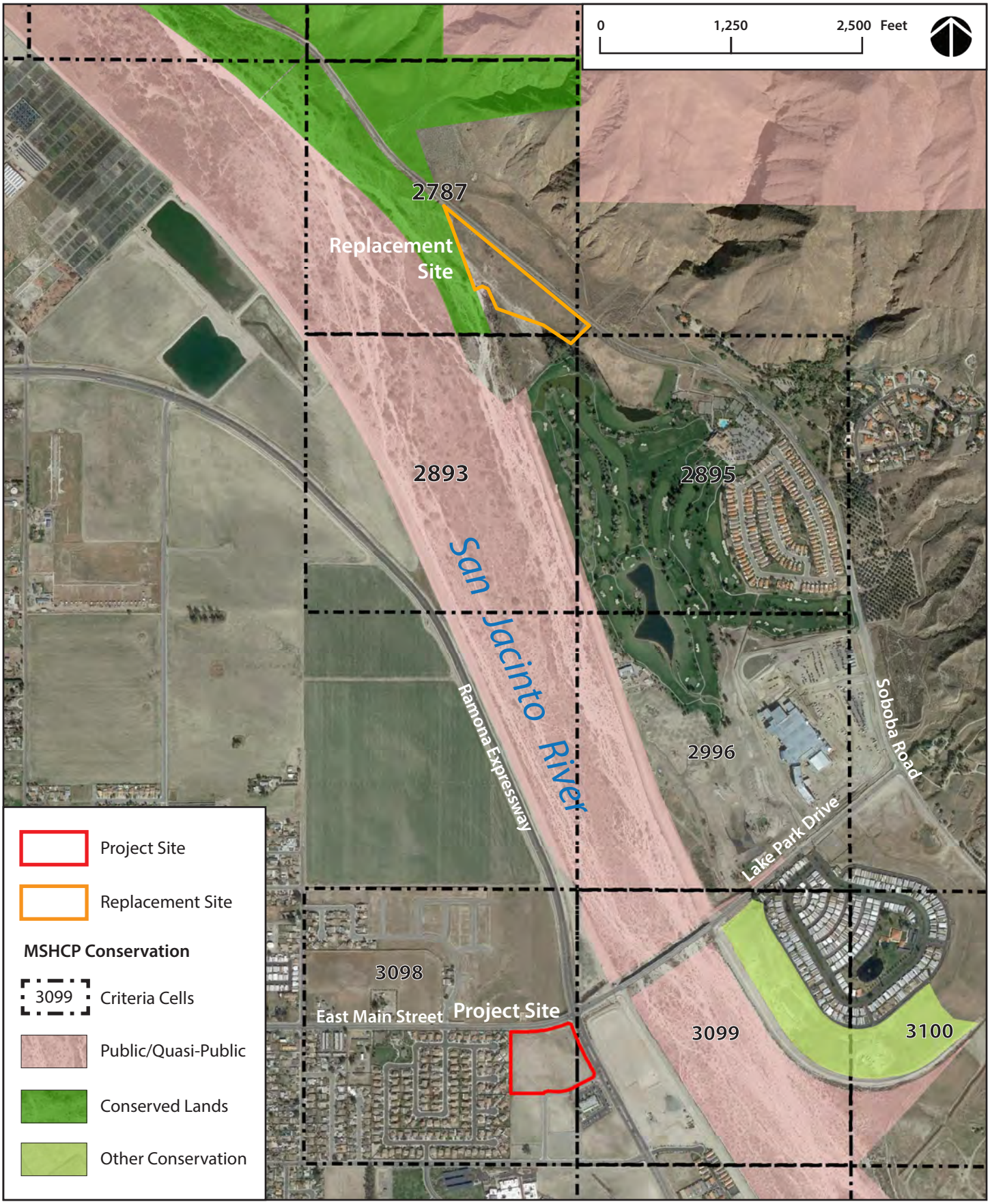


Figure 7

Replacement Site Location Map

acres to be conserved versus approximately 9.5 acres proposed for development). This translates into an overall conservation ratio of roughly 1.2:1.

The Western Riverside County Regional Conservation Authority (RCA) determined, and the CDFW and USFWS have agreed, that the proposed Criteria Refinement would result in equivalent or superior biological value and that the Criteria Refinement is consistent with the MSHCP (Beck, 2019).

Other Plan Requirements

Riparian/Riverine, Vernal Pool, and Fairy Shrimp Requirements:

The only habitat found on the project site is ruderal grasslands. No riparian/riverine, vernal pools or other wetland habitat exists on the site. No habitat exists on the site that can support fairy shrimp. Accordingly, MSHCP requirements to protect these habitats and the fairy shrimp do not apply to the site.

Species Survey Requirements:

The project site is located within the Burrowing Owl Survey Area, and the eastern margin of the site is within the SBKR and LAPM Survey Area. The MSHCP does not identify the project area as having habitat for Criteria Area or Narrow Endemic Plant Species or being in a mapped area for Amphibians. Habitat assessments for burrowing owl, SBKR and LAPM were conducted as part of a General Biological Assessment completed by ENVIRA in 2017. The project site was re-surveyed in 2019. These surveys were conducted in accordance with MSHCP's Burrowing Owl Survey Instructions. The surveys included looking for burrowing owl burrows, whitewash, pellets, animal remains and other burrowing owl indicators. No sign of burrowing owls was observed on site. However, burrowing owls were observed across Ramona Expressway in 2017 indicating that the project site could be used for foraging by burrowing owl or could get colonized in the future. Implementation of MM BIO 1 would ensure project consistency with MSHCP survey requirements and that impacts to burrowing owl are reduced to a less-than-significant level.

The habitat assessment identified potential kangaroo rat and pocket mouse burrows. To determine whether SBKR and LAPM were present on the project site, a protocol trapping survey was conducted by ENVIRA in September 2017. Trapping surveys were conducted again in June 2019. SBKR and LAPM were not captured, and these species are therefore considered absent from the project site. The Project has met the Species Survey Requirements for SBKR and LAPM.

Information on Other Species

The project site is not within an area with Delhi soils mapped within the MSHCP baseline data. A list of species identified during the habitat assessment and trapping studies was compiled (ENVIRA, April 2019). None of the MSHCP Table 9-3 species occur on the project site.

Urban/Wildlands Interface Guidelines:

MSHCP includes guidelines intended to reduce the indirect effects of development on areas described for conservation. The guidelines address site drainage, use of chemicals and toxics, lighting, noise, invasive species, access barriers and grading. The project site is separated from the nearest conservation area (San Jacinto River) by Ramona Expressway, the river levee, and EMWD percolation pond. As such, development of the project site would not directly or indirectly impact the MSHCP conserved lands along the San Jacinto River. In addition, design features incorporated into the Project would further reduce the potential for indirect effects.

The Preliminary Water Quality Management Plan (WQMP) for the Project incorporates infiltration chambers that will be installed below the parking areas to allow for percolation of stormwater on site. Stormwater will be filtered through the underground chambers, removing contaminants and reducing discharge to a level equal to or below the pre-development discharge. Stormwater that is not infiltrated on site would discharge to an existing concrete swale on the west side of the Project site that drains to East Main Street and the City of San Jacinto's storm sewer system and not to the nearby San Jacinto River and Conserved lands. Runoff from the proposed car wash will drain to the sanitary sewer.

The proposed land uses on the project site would include typical retail businesses. No significant amounts of toxics will be generated or used on the project site. Based on the analysis presented in the Air Quality and Greenhouse Gas Report, emissions of potential toxic air contaminants would be below applicable significance criteria (EDS/OB-1, 2019).

All exterior lighting would be required to comply with the City of San Jacinto Municipal Code Section 17.300.080 – Outdoor Light and Glare. Section 17.300.080 requires that exterior lights "be located so as to eliminate spillover illumination or glare onto adjoining properties and to prohibit any interference with the normal operation or enjoyment of adjacent property." The code also requires that exterior lights be shielded or otherwise controlled and not directed upward into the sky. These code requirements, which are enforced through the City's Design Review process, will ensure that lighting on the project site will not increase the ambient nighttime light levels in the nearby MSHCP Conservation Area.

The Project will increase noise levels in the vicinity of the project site due to the operation of vehicles, exhaust and air conditioning fans, and the carwash air dryer and vacuums. Based on the analysis presented in the Noise Assessment, because these noise sources are at least 650 feet from the nearest MSHCP conservation area, noise levels will attenuate to levels that fall below the nighttime residential noise standard of 45 dBA (Ldn Consulting, 2019). Accordingly, traffic noise levels along Ramona Expressway and Lake Park Drive are expected to continue to be the dominate noise in the vicinity. Existing noise levels along Ramona Expressway are estimated to be approximately 72 to 74 dBA (CNEL) and existing noise levels along Lake Park Drive are estimated to be approximately 67 dBA (CNEL). Noise levels along these roadways are expected to increase by 0.2 to 0.3 dBA (CNEL) with the Project – a level that is well below the ability of humans to detect and is not expected to measurably increase noise levels in the nearby MSHCP conserved lands (Ldn Consulting, 2019). The levee along the western side of the San Jacinto River will also continue to function as a noise berm and reduce sound levels in the river bed that are generated by Ramona Expressway. No additional noise reduction measures are required to maintain existing noise levels in the nearby MSHCP Conserved Lands.

Consistent with City of San Jacinto Municipal Code Section 17.325.060 – Landscape and Irrigation Submittal Package Requirements, a landscape plan must be approved by the City before a grading permit is issued. The City incorporates the list of invasive plant species provided in Table 6-2 of the MSHCP in its review. Through the City's review of the landscaping plans submitted for the project site, the City will ensure that none of the plant species listed in Table 6-2 will be included in plans.

Because a public roadway (Ramona Expressway) is located between the project site and the nearest conservation area, the incorporation of wildlife barriers would not be appropriate. Grading and development of the project site will not change slope or drainage patterns in a manner that could affect the MSHCP conservation area.

Best Management Practices

The Project will comply with MSHCP Volume 1, Appendix C, Standard BMPs. In addition, construction of the roadway improvements are subject to the guidelines provided in MSHCP Section 7.5.3. The applicable conditions shall be applied to the Project so that impacts are reduced to species as construction occurs. Compliance with these conditions is required by the City as a Permittee per the Implementing Agreement Sections 6 (I) and 13.2 (A). The applicable BMPs included in **MM BIO 3** and **MM BIO 4** are recommended to comply with the MSHCP.

MM BIO 3 – MSHCP BMPs

- A condition shall be placed on grading permits requiring a qualified biologist to conduct a training session for project personnel prior to grading. The training shall include a description of the species of concern and its habitats, the general provisions of the Endangered Species Act (Act) and the MSHCP, the need to adhere to the provisions of the Act and the MSHCP, the penalties associated with violating the provisions of the Act, the general measures that are being implemented to conserve the species of concern as they relate to the project, and the access routes to and project site boundaries within which the project activities must be accomplished.

- Water pollution and erosion control plans shall be developed and implemented in accordance with RWQCB requirements.
- The footprint of disturbance shall be minimized to the maximum extent feasible. Access to sites shall be via pre-existing access routes to the greatest extent possible.
- Equipment storage, fueling, and staging areas shall be located on upland sites with minimal risks of direct drainage into riparian areas or other sensitive habitats. These designated areas shall be located in such a manner as to prevent any runoff from entering sensitive habitat. Necessary precautions shall be taken to prevent the release of cement or other toxic substances into surface waters. Project related spills of hazardous materials shall be reported to appropriate entities including but not limited to applicable jurisdictional city, FWS, and CDFG, RWQCB and shall be cleaned up immediately and contaminated soils removed to approved disposal areas.
- The removal of native vegetation shall be avoided and minimized to the maximum extent practicable. Temporary impacts shall be returned to pre-existing contours and revegetated with appropriate native species.
- Exotic species that prey upon or displace target species of concern should be permanently removed from the site to the extent feasible.
- To avoid attracting predators of the species of concern, the project site shall be kept as clean of debris as possible. All food related trash items shall be enclosed in sealed containers and regularly removed from the site(s).
- Construction employees shall strictly limit their activities, vehicles, equipment, and construction materials to the proposed project footprint and designated staging areas and routes of travel. The construction area(s) shall be the minimal area necessary to complete the project and shall be specified in the construction plans. Construction limits will be fenced with orange snow screen. Exclusion fencing should be maintained until the completion of all construction activities. Employees shall be instructed that their activities are restricted to the construction areas.
- The Permittee shall have the right to access and inspect any sites of approved projects including any restoration/enhancement area for compliance with project approval conditions including these BMPs.

MM BIO 4 – Roadway Construction BMPs

The following measures apply to the construction of roadway improvements with the rights-of-way of Ramona Expressway and East Main Street that are completed as part of the Project.

- Plans for water pollution and erosion control will be prepared for work involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, use of plant material for erosion control. Plans will be reviewed and approved by the City prior to construction.
- Timing of construction activities will consider seasonal requirements for breeding birds and migratory non-resident species. Habitat clearing will be avoided during species active breeding season defined as March 1 to June 30.
- Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.
- Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off-site.
- The footprint of disturbance will be minimized to the maximum extent Feasible. Access to sites will occur on pre-existing access routes to the greatest extent possible.
- Equipment storage, fueling and staging areas will be sited on non-sensitive upland wildlife habitat types with minimal risk of direct discharge into riparian areas or other sensitive wildlife habitat types.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

- Exotic species removed during construction will be properly handled to prevent sprouting or regrowth.
- Training of construction personnel will be provided.
- Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices.
- Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the project site. These designated areas shall be clearly marked and located in such a manner as to contain run-off.
- Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat.

Summary
With implementation of MM BIO 1, MM BIO 2, MM BIO 3, and MM BIO 4 the Project would not conflict with the MSHCP or any other habitat conservation plans. The Project would result in **less-than-significant impacts with mitigation** on an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

V. CULTURAL RESOURCES – Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element Figure RM-4 – Cultural Resources, General Plan FEIR, Figure 5.5-1 – Existing Cultural Resources, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.1-1 – Existing Cultural Resources, Development Code Chapter 17.500 – Archaeological and Paleontological Protection & Chapter 17.510 – Historic Preservation, Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

The Cultural Resource Inventory prepared for this site found that the project site has been disturbed by former use for agriculture, by grading and construction of the former route of Mountain Avenue and its intersection with Main Street through the northeast portion of the project site and of the series of existing surrounding roadways (Main Street, Ramona Expressway, Donna Way), and by disking for weed control and fire prevention. No features, objects, buildings or other historical resources were identified on the project site during the survey. Thus, the Project does not have the potential to cause an adverse change in the significance of a historical resource under CEQA. Therefore, **no impact** would occur directly, indirectly and cumulatively.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element Figure RM-4 – Cultural Resources, General Plan FEIR, Figure 5.5-1 – Existing Cultural Resources, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.1-1 – Existing Cultural Resources, Development Code Chapter 17.500 – Archaeological and Paleontological Protection & Chapter 17.510 – Historic Preservation, Report of Findings From a Record Search, prepared by Scientific Resource Surveys, Inc., February 7, 2017 & Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

No archaeological resources were identified or recorded during the Cultural Resource Inventory, and previous disturbance of the project site noted in the discussion under question a) reduces the likelihood of intact archaeological resources. However, in the event that archaeological resources are encountered during construction, implementation of MM CR 1 would ensure that archaeological resources are conserved. The Project would result in **less-than-significant impacts with mitigation**, directly, indirectly and cumulatively.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

MM CR 1 – Archaeological Resources

Should cultural/archaeological resources be encountered during ground disturbing activities for the project, work must be halted in the area within 50 feet of the find and a qualified archaeologist notified immediately to assess the significance of the find. Construction activities could continue in other areas. If the discovery proves to be significant, additional work, such as data recovery excavation, may be warranted and would be discussed in consultation with the property owner, the City of San Jacinto, or any other relevant regulatory agency, as appropriate.

c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element Figure RM-4 – Cultural Resources, General Plan FEIR, Figure 5.5-1 – Existing Cultural Resources, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.1-1 – Existing Cultural Resources, Development Code Chapter 17.500 – Archaeological and Paleontological Protection & Chapter 17.510 – Historic Preservation, Report of Findings From a Record Search, prepared by Scientific Resource Surveys, Inc., February 7, 2017 & Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

No cemeteries or human remains are known to occur onsite and it is unlikely that human remains will be uncovered during Project development. Implementation of mitigation measures will assure that impacts will be **less-than-significant impact with mitigation**, directly, indirectly or cumulatively.

MM CR 2 – Human Remains

In the event of the discovery of human remains, the Riverside County coroner shall be immediately notified. If human remains of Native American origin are discovered during ground disturbing activities, the applicant shall comply with the State law relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission and the Soboba Band of Luiseño Indians shall be notified, and appropriate measures provided by State law shall be implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.

VI. ENERGY – Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR Addendum August 2012; City of San Jacinto Municipal Code)*

Construction of the proposed commercial center would require typical use of energy resources. Energy would be consumed during site clearing, excavation, grading, and construction. A substantial portion of energy used during construction would be associated with the transport of earth fill to grade the site. The initial grading plan identified 44,462 cubic yards of fill imported onto the site. The grading plan has been revised to reduce the amount of fill to 13,831 cubic yards; this would save truck trips and greatly reduce energy required during construction.

Other aspects of the construction process would be typical. No site conditions or project features would require an inefficient or unnecessary consumption of energy. The project has been designed in compliance with California's Energy Efficiency Standards and 2016 CALGreen Standards. These measures include the use of water conserving plumbing, installation of bicycle racks, and designated parking for Clean Air/Carpool/Van Pool Vehicles.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Operation of the proposed commercial center would involve the use of energy for heating, cooling and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2016 CALGreen Standards.

The largest source of operational energy use would be vehicle operation of customers. The site's location at the intersection of an urban arterial and secondary street, would reduce vehicle miles traveled by capturing existing traffic on the surrounding roadways. The traffic study has identified pass-by trip reductions ranging from 25 percent for the commercial center to 50 percent for the service station/car wash. In addition, due to the multiple land uses on the site (i.e., retail center, fast food restaurants, service station) the internal capture of trips would reduce trips by an additional 5 percent. Taken together, the location and incorporation of multiple land uses provide a 47 percent reduction of trips. The site is located close to existing transit service, with Riverside Transit Agency Bus Route 42 providing direct access and connections to other lines.

Neither construction or operation of the project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be **less than significant**.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR Addendum August 2012; City of San Jacinto Municipal Code)*

The project has been designed in compliance with California's Energy Efficiency Standards and 2016 CALGreen Standards. These include the use of water conserving plumbing, installation of bicycle racks, and designated parking for Clean Air/Carpool/Van Pool Vehicles. The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be **less than significant**.

VII. GEOLOGY AND SOILS – Would the project:

a) 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.	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

Unlike damage from ground shaking, which can occur at great distances from the fault, impacts from fault rupture are limited to the immediate area of the fault zone where the fault breaks along the surface. The Project is not located in an Alquist-Priolo Earthquake Fault Zone and the closest known fault is located approximately 0.9 miles from the site. Therefore, the potential hazards associated with fault rupture are considered **less than significant**, directly, indirectly, and cumulatively.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The project site is subject to ground shaking due to the proximity of the Claremont Fault and other regional fault systems. The California Building Code addresses seismic hazards and provides safeguards against typical ground shaking. However, the Soil and Foundation Report prepared for the Project determined that the site may be susceptible to earthquake-induced liquefaction that could result in ground settlement. The Soil and Foundation Report also found that implementation of identified mitigation measures could minimize the potential for seismically induced adverse effects to structures. Implementation of mitigation measures will assure that impacts will be **less than significant with mitigation**, directly, indirectly or cumulatively.

MM GEO 1 – Geotechnical Design

The Soil and Foundation Report (Soils Southwest, 2017) provides foundation recommendations to minimize seismic-induced settlement hazards. These include using conventional checkered/waffle type rigid footings for exterior load bearing walls along with interior grade beams, or using a rigid mat foundation. Additional recommendations address concrete slab construction and curing, excavation and fill, pavement and utility trenches. The recommendations identified in the Soil and Foundation Report, or similar measures approved by a registered civil engineer, shall be incorporated into the construction plans. Project plans will be reviewed during the plan check process to confirm geotechnical design measures are incorporated to address the potential for seismic-induced settlement. These measures shall be incorporated into final construction plans prior to issuance of building permits.

iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

Liquefaction is the process in which loose, saturated granular soil loses strength because of cyclic loading. The strength loss is a result of a decrease in granular sand volume and a positive increase in pore pressures. The Soil and Foundation Report prepared for the Project determined that the site may be susceptible to earthquake-induced liquefaction that could result in ground settlement. The Soil and Foundation Report also found that implementation of identified mitigation measures could minimize the potential for seismically induced adverse effects to structures. Implementation of **MM GEO 1** will ensure that impacts will be **less than significant with mitigation**, directly, indirectly or cumulatively.

iv) Landslides?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

The site is located on relatively level ground and is not immediately adjacent to any slopes or hillsides that could be potentially susceptible to landslides. As such, risks associated with slope instability should be considered "negligible." Therefore, impacts related to landslides would be **less than significant**, directly, indirectly and cumulatively.

b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

Erosion is a large-scale impact caused by human activity and disturbance of surface soil, wind, and water. No signs of flooding or erosion were observed during field visits. During construction, grading of the site would expose soil to wind and water erosion. The developer would be required to comply with the General Construction Activity Storm Water Permit issued by the State Water Resources Control

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Board (SWRCB) under the National Pollution Discharge Elimination System (NPDES). Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. To obtain coverage under this permit, the developer would need to submit a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would identify potential pollution sources and best management practices (BMPs) to reduce pollutants. Permanent BMPs would required as part of the Water Quality Management Plan (WQMP) required for the Project as part of Riverside County Municipal NPDES Storm Water Permit, which covers the stormwater drainage system of the City of San Jacinto. These BMPs would ensure that soil erosion would be minimized after construction is completed. Compliance with the General Permit and Municipal Permit requirements would reduce impacts related to erosion to **less than significant,** directly, indirectly and cumulatively.

c) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.

The Soil and Foundation Report determined that the near surface soils are silty sandy in nature and are considered "very low" in expansion, requiring no special construction requirements. Potential impacts associated with expansive soils are considered to be **less than significant**, directly, indirectly and cumulatively.

d) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Public Safety Element, Figure PS-1 – Geologic & Seismic Hazards, General Plan FEIR, Figure 5.6-1 – Seismic Hazards, General Plan EIR Addendum August 2012, SJMC Chapter 15.24 – Earthquake Hazard Reduction Code, SJMC Chapter 16.28 – Soils Report & Report of Soils and Foundation Evaluations, prepared by Soils Southwest, November 8, 2017)*

The Project will be served by San Jacinto sewer infrastructure. An 8-inch clay pipe sewer line exists in San Jacinto Avenue. The Project will be required to connect to the sewer line. Therefore, the Project will have **no impact,** directly, indirectly or cumulatively on the disposal of wastewater and it will not be using a septic tank.

Waste water from the project site would be directed to the City's sewer system and treated at the Eastern Municipal Water District's treatment plant. No on-site waste water system is proposed. The Project would have **no impact** directly, indirectly or cumulatively regarding the disposal of waste water.

e) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Resource Management Element Figure RM-4 – Cultural Resources, General Plan FEIR, Figure 5.5-1 – Existing Cultural Resources, General Plan EIR Addendum August 2012, General Plan EIR Figure 5.1-1 – Existing Cultural Resources, Development Code Chapter 17.500 – Archaeological and Paleontological Protection & Chapter 17.510 – Historic Preservation, Report of Findings From a Record Search, prepared by Scientific Resource Surveys, Inc., February 7, 2017 & Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

The Paleontological Resource Survey prepared for this site found that no unique geologic features exist on the project site. However, the project site is located in an area mapped by Riverside County as having high sensitivity for paleontological resources. The older Pleistocene sediments underlying the project site

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

are considered to have a high paleontological sensitivity at depths at or below 4 feet, with a low sensitivity in Holocene alluvial deposits at shallower depths. Excavation and grading on the site has the potential to impact paleontological resources. Implementation of mitigation measures will assure that impacts will be **less than significant with mitigation**, directly, indirectly or cumulatively.

MM GEO 2 – Paleontological Resources

All earthmoving during project implementation at or below 4 feet requires full-time paleontological monitoring, as follows:

- A qualified paleontologist (graduate degree and more than one year of professional experience as a principal investigator) will be retained to provide paleontological services. The principal paleontologist will be responsible to implement and oversee monitoring and to maintain professional standards of work. The principal paleontologist will report all mitigation and monitoring activities, or related actions of the paleontological resources team to the City, as appropriate, including discussing a reduction in monitoring from full- to part-time after monitoring is initiated and no fossils have been identified.
- A qualified paleontological monitor will perform monitoring of construction grading and excavations that take place in the older Pleistocene sediments at depths of 4 feet or more. The monitor will have authority to divert grading away from exposed fossils temporarily in order to recover the fossil specimens. Cooperation and assistance from on-site personnel will greatly assist timely resumption of work in the area of the fossil discovery.
- Discovery of fossil producing localities requires documentation including measured stratigraphic columns and geologic samples for analysis. Any fossils recovered that meet significance criteria will be prepared, identified, and cataloged before donation to an appropriate repository. The Western Science Center in Hemet, California is recommended as an appropriate repository.
- The principal paleontologist retained will prepare a final report. The report will include a list of specimens recovered, documentation of each locality, interpretation of fossils recovered, and will include any specialists' reports as appendices.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐

Response: *(Source: Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, July 2019)*

Greenhouse gas (GHG) emissions refer to a group of emissions that have the potential to trap heat in the atmosphere and consequently affect global climate conditions. Scientific studies have concluded that there is a direct link between increased emission of GHGs and long-term global temperature. The principal GHGs are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), sulfur hexafluoride (SF6), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H2O). CO_2 is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e) and measured in metric tons per year (MT/year).

Construction of the Project would emit GHG emissions through the combustion of fossil fuels by heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the site. Emissions of GHGs were calculated using CalEEMod (Version 2016.3.2) for each year of construction of the Project. As shown in the table below, total construction emissions over the entire construction period would be 638 MT CO_2e. Consistent with SCAQMD guidance, the construction emissions are amortized over 30 years. Using this approach, the Project's construction emissions would be 21 MT CO_2e per year.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The proposed development would also result in operational GHG emissions. A variety of sources are considered in estimating CO_2e emissions. The largest source is 'mobile' which consists of vehicle trips of business patrons and employees, followed by 'energy' which includes emissions associated with electricity and natural gas use. Other sources include 'area,' which accounts for landscape equipment, and consumer products; 'waste,' which accounts for emissions associated with disposal of solid waste in landfills, and 'water,' which accounts for energy associated with the delivery of potable water and the treatment of wastewater. The estimated operational-related emissions of CO_2e for source are summarized in the table below. With amortized construction-period GHG emissions and annual operational emissions, the Project would be responsible for the generation of 2,622 MT CO_2e. Project CO_2e emissions would be less than the SCAQMD screening threshold; the Project would have a **less-than-significant impact**.

Estimated Greenhouse Gas Emissions

Source	CO_2e Emissions (MT/Year)	
Construction		
2019	558	
2020	80	
Total	638	
Total amortized over 30 years		21
Operation		
Area		0.01
Energy		252
Mobile		2,318
Waste		13
Water		18
Total Operational Emissions		2,601
Total Project Emissions		2,622
SCAQMD Screening Threshold		3,000
Exceeds Screening Threshold		No

Notes: CO2e = carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide)
MT = metric tons
Source: EDS-OB-1, 2019

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	☐	☐	☒	☐

Response: *(Source: Air Quality and Greenhouse Gas Report, prepared by EDS, Inc. and OB-1 Air Analyses, November 2018)*

The Project would not exceed SCAQMD's threshold of 3,000 MT CO_2e for GHG and, as such, would not have a significant impact on GHG emissions. The Project would comply with all federal, state, and local regulations. The Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of GHGs, including AB 32 and the Climate Change Scoping Plan. Therefore, the Project's impact related to GHG emission reduction plans, policies, and regulations would be **less than significant**.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

Construction of the Project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. During the operation of the retail and restaurant businesses, typical hazardous materials transported to and used at the site would include cleaning solvents, pesticides for landscaping, painting supplies, and petroleum products. However, all potentially hazardous materials used during construction or operation would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable federal, state, and local standards and regulations, which include requirements for disposal of hazardous materials at a facility licensed to accept such waste based on its waste classification and the waste acceptance criteria of the permitted disposal facilities.

The Project includes a service station that would use underground storage tanks (USTs). Operation and maintenance of the gasoline USTs are regulated by the California Water Resources Control Board Underground Storage Tank Program. Installation and maintenance of the proposed USTs would be subject to CCR Title 23, Chapter 16 (Underground Tank Regulations). These regulations stipulate construction requirements for new USTs; monitoring requirements; requirements for unauthorized release report and for repair, upgrade, and closure of USTs; and specify variance request procedures. Additional State and Federal regulations pertaining to the under-ground storage and dispensation of flammable materials include but are not limited to the following:

- 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;
- California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;
- California Code of Regulations Title 27, Environmental Protection, as applicable;
- California Mechanical Code (CMC);
- California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;
- Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and
- National Fire Protection Association (NFPA) Code Section 30a.

Air quality emissions from USTs are regulated by CARB and SCAQMD. The intent of these rules is to minimize the release of volatile organic compounds and other hazardous vapors. This is accomplished by vapor recovery and leak detection systems that are required to be CARB-certified and verified through testing and reporting. SCAQMD Rule 461 applies to the transfer of gasoline from tank trucks to USTs and the transfer of gasoline from USTs to motor vehicles. Additional regulations include CARB's Benzene Airborne Toxic Control Measure for Retail Service Stations (17 CCR 93101) and the Environmental Protection Agency's National Emission Standards for Hazardous Air Pollutants for Source Category: Gasoline Dispensing Facilities (CFR, Title 40, Part 63, Subpart CCCCCC).

The gas station operation would result in the regular transportation of gasoline to the project site. These deliveries would occur on designated truck routes in compliance with the California Department of Motor Vehicle standards. Collectively, the routine inspection of the gas station, the USTs, and all associated fuel delivery infrastructure, along with the continued mandated compliance with all federal, state, and local regulations, would ensure that the Project is operated in a non-hazardous manner. Therefore, long-term impacts associated with handling, storing, and dispensing of hazardous materials would be **less than significant**, directly, indirectly or cumulatively with compliance with all regulations concerning the use and storage of such 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?	☐	☐	☒	☐

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

As described under question a), construction and operation of the Project would involve the use of potentially hazardous materials. However, the transport, use, and storage of these materials is strictly regulated by federal, state and local standards. The installation and use of USTs must comply with regulations that have been adopted to prevent spills and leaks. Mandatory compliance with these regulations would ensure that the potential for impacts associated with the release of hazardous material into the environment is **less than significant** directly, indirectly or cumulatively.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The closest school is the North Mountain Middle School, approximately 0.25 mile from the proposed service station. As described under question a), compliance with federal, state and local standards pertaining to the transport, use, storage, and disposal of hazardous materials would ensure that potential emissions would be negligible. Accordingly, impacts associated with hazardous emissions and handling hazardous materials would be **less than significant**, directly, indirectly or cumulatively.

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012, EDR Radius Map Report, Environmental Data Resources, Inc, November 15, 2017)*

A search of available environmental records was completed in 2017 for the project site (EDR, 2017). A search was conducted by Environmental Data Resources, Inc (EDR). The search was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate. No mapped hazardous material sites were identified on the project site or in the surrounding area. Therefore, this Project would have **no impact** directly, indirectly, or cumulatively in terms of creating 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 for people residing or working in the project area?	☐	☐	☐	☒

Response: *(Source: Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)*

The City of San Jacinto is outside the Airport Influence Area for the Hemet-Ryan Airport and therefore, the Project would have **no impact** on this public airport and there are no other private airports within two miles of the City.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR & General Plan EIR Addendum August 2012)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.

Access for the Project would be provided on East Main Street, Ramona Expressway and Donna Way. These are existing streets within the City's established street system. The Project would not alter the existing circulation pattern in the project area. Emergency access and evacuation routes would be unaffected by the Project.

The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in **less-than-significant impacts,** directly, indirectly and cumulatively to an adopted emergency response or evacuation plan.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Figure 5.7-1 – Fire Hazards & General Plan EIR Addendum August 2012)*

The project site is not within a High Fire Hazards Area. The Project will not expose people or structures to significant risks associated with wildfires and therefore, **no impact**, directly, indirectly or cumulatively will occur.

X. HYDROLOGY AND WATER QUALITY – Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)*

The City of San Jacinto is a Co-Permittee in, and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit adopted by the Regional Board on January 29, 2010. Incompliance with the MSF permit, a preliminary WQMP has been prepared for the Project. The WQMP incorporates subsurface chambers where stormwater would be filtered, and a portion infiltrated to subsurface soils. The stormwater discharge volume would be limited to the estimated pre-development volume. Compliance with all WQMP requirements would be confirmed during the plan check process.

In addition, construction would be required to comply with the General Construction NPDES permit through implementation of a SWPPP. And pursuant to Section 17.300.120 – Water Quality of the Development Code, the Project will not be permitted to discharge any liquids into the public or private drainage system, or into the ground. Compliance with all existing federal, state, and local water quality laws and regulations related to water quality standards would ensure a **less-than-significant impact** directly, indirectly and cumulatively to water quality and discharge.

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

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)

San Jacinto is located within the San Jacinto Groundwater Basin (Basin). The Basin underlies the cities of San Jacinto, Perris, Moreno, and Menifee Valleys in western Riverside County. The Project would use subsurface chambers to filter stormwater and infiltrate a portion to subsurface soils. The post-development runoff rates would match the pre-development rates. This would ensure that groundwater recharge on the project site is not impeded. Water supply would be provided by EMWD's municipal system, no on-site groundwater wells would be used. Compliance with existing federal, state, and local water quality laws and regulations related to groundwater and would ensure Project impacts would be **less than significant**, directly, indirectly and cumulatively.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)*

As described under questions a) and b) above, the Project would utilize subsurface chambers to filter stormwater and infiltrate a portion to subsurface soils. The post-development runoff rates would match the pre-development rates. The site currently drains to an existing concrete swale bordering the western and southern edges of the project site. The same concrete swale would be used to drain the proposed development, and flows in the swale would not increase with project development. As such, there would be no substantial alteration of the existing drainage pattern on the site. Potential impacts associated with erosion or siltation would be **less than significant,** directly, indirectly and cumulatively.

ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)*

See Response IX c) i) above. Implementation of these and other applicable requirements will assure that drainage and stormwater will not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project will have **less-than-significant impact**, directly, indirectly or cumulatively to 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 storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

As described throughout this section, IX, the Project will be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, runoff from the car wash proposed on Parcel 8 will drain to the sanitary sewer. Project-related water quality degradation impacts will be **less than significant**, directly, indirectly and cumulatively.

iv) Impede or redirect flood flows?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019)*

The project site is not located in the 100-year floodplain and will not place housing or other structures in an area that would impede or redirect flows. The Federal Emergency Management Agency (FEMA) designates the project area as Zone X – area with reduced flood risk due to levee. This zone designates areas that are located between the limits of the base flood and the 0.2-percent-annual-chance (or 500-year) flood (FIRM Map No. 06065C1490H, April 19, 2017 and FIRM Map No. 06065C1495H, April 19, 2017). This zone designation is not a Special Flood Hazard Area on the Flood Insurance Rate Map. The City has adopted emergency procedures for the evacuation and control of populated areas in its Emergency Operations Plan and in the Riverside County LHMP. Compliance with existing federal, state, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a **less-than-significant impact**, directly, indirectly and cumulatively.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018, Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019 & FEMA FIRM Maps 06065C1490H and 06065C1495H)*

Seiche is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.

Tsunami is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.

Mudflows (or debris flows) are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river of mud.

Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a **less than significant** flood hazard impact, directly, indirectly, and cumulatively.

e) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018, Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019 & FEMA FIRM Maps 06065C1490H and 06065C1495H)*

The project site is not located in the 100-year floodplain and will not place housing or other structures in an area that would impede or redirect flows. Compliance with existing federal, state, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a **less-than-significant impact**, directly, indirectly and cumulatively.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, Municipal Code Chapter 13.44 – Storm Water Management, Chapter 16.24 – Improvements, Chapter 13.04 – Water Service, Chapter 15.40 – Floodplain Management, Development Code Section 17.300.120 – Water Quality, Section 17.305.050 – Floodplain Management, Section 17.520.050 – Water Quality, Section 17.600.100 – Water Quality Management Plan (WQMP) Required, General Plan EIR Addendum August 2012, Hydrology Study, prepared by Tuttle Engineering, March 6, 2018 & Project Specific Water Quality Management Plan, prepared by CWE, July 2, 2019 & FEMA FIRM Maps 06065C1490H and 06065C1495H)*

The Project is required to comply with the City's Municipal Code, the Riverside County Drainage Area Management Plan, and Riverside County MS4 permit all of which contain regulations to meet Federal and State water quality requirements related to water quality and groundwater. Therefore, the Project will be designed for compliance with existing federal, state, and local water quality laws and regulations related to water quality standards which will ensure a **less than significant impact,** directly, indirectly, or cumulatively, to the water quality control plan and groundwater management plan.

XI. LAND USE AND PLANNING – Would the project:

a) Physically divide an established community?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The project site is an undeveloped site designated and zoned for commercial land uses. An existing residential neighborhood is located directly west of the project site. This community would not be physically divided by the Project. The Project would not alter traffic patterns or otherwise limit access to and from the community. The Project would result in **no impact** directly, indirectly or cumulatively with regards to dividing 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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

Most of the proposed uses would be allowed under the existing zoning restrictions. This includes the proposed retail buildings and fast food restaurants. However, the proposed rezone would allow uses that are currently prohibited by the current Commercial Neighborhood zone. Specifically, rezoning the site from Commercial Neighborhood to Commercial General would allow the development of the proposed service station and car wash. The Commercial General zone is appropriate to the site due to its location on Ramona Expressway, designated by the City as an Urban Arterial, and East Main Street, designated by the City as a Secondary Roadway.

All of the proposed land uses are consistent with the underlying General Plan designation and are compatible with surrounding land uses. The proposed rezone of the project site from Commercial Neighborhood to Commercial General would be consistent with the existing General Plan land use designation of Community Commercial as identified in Table LU-1 General Plan and Zoning Consistency Matrix of the San Jacinto General Plan and Section 17.220.010 of the San Jacinto Development Code. No amendments of the General Plan are required. No land uses are proposed that have the potential to adversely impact the general welfare of persons residing in the community. The proposed retail buildings on the west side of the project site would be located approximately 90 feet from existing homes to the west. These proposed retail uses would be consistent with existing zoning and development standards, and are considered compatible uses within the General Plan.

The Project would provide commercial uses consistent with the requested zone change. Therefore, **no impact** directly, indirectly or cumulatively to any land use plans would occur.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES – Would the project:				
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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

According to the California Geological Survey Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system, the City of San Jacinto has been classified as MRZ-1. MRZ-1 are areas where geologic information indicates no significant mineral deposits are present. Therefore, implementation of the Project will have **no impact** directly, indirectly or cumulatively on mineral resources.

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The project site is not delineated for mineral resources in a local general plan, specific plan or other land use plan and will therefore, have **no impact**, directly, indirectly or cumulatively to the availability of an important mineral resources.

XIII. NOISE – Would the project result in:				
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?	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012, Noise Element Figure N-1 – Future Noise Contours, General Plan EIR, Figure 5.10.1 – Future Noise Contours, General Plan EIR Addendum August 2012, Municipal Code Chapter 8.40 – Noise Control & Noise Assessment, prepared by Ldn Consulting, Inc., July 15, 2019)*

dBA = A-weighted sound level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

Leq = Equivalent Sound Level – the sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

CNEL = Community Noise Equivalent Level. – the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 p.m. and after addition of ten (10) decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

The City of San Jacinto Noise Control Ordinance (Municipal Code Section 8.40) limits exterior noise levels for single-family residential areas to 65 dBA Leq from 7:00 a.m. to 10:00 p.m. and 45 dBA Leq from 10:00 p.m. to 7:00 a.m. The Noise Control Ordinance allows for interior noise levels of 45 dBA from 7:00 a.m. to 10:00 p.m. and 40 dBA from 10:00 p.m. to 7:00 a.m. (Section 8.40.040). Construction noise that exceeds these noise levels is exempted from this standard if it occurs between 7:00 a.m. and 7:00 p.m. on weekdays and Saturdays. Construction (and associated noise) is prohibited on Sundays and federal holidays. Emergency construction work is exempted when authorized by the city manager or his or her designee (Municipal Code Section 8.40.090). Noise generated by real property maintenance is

limited by Section 8.40.080. Operation of equipment to maintain real property in a manner that produces loud noise that disturbs a person on normal sensitivity who works or resides in the vicinity is prohibited, except between 7:00 a.m. and 7:00 p.m.

The Noise Assessment prepared for the Project analyzed the existing noise environment as follows:

Short-Term Noise Measurement Results

To determine the existing noise environment and to assess potential noise impacts, a 24-hour measurement was taken at the project site along the western property line. This was done to determine the existing conditions at the nearest residences. The noise measurements were recorded on September 12-13, 2018 by Ldn Consulting between approximately 4:00 p.m. and 3:00 p.m., the following day. Two noise measurements were taken. Location M1 is 140 feet south of Main Street and location M2 is 440 feet south of Main Street. The results of the noise level measurement are presented in the table below. The existing noise levels in the project area consisted primarily of traffic along Main Street, and background noise from the Ramona Expressway in the distance.

Short-Term Noise Measurement Data (dBA)

Location	Date	Leq	CNEL
M1	9/12-13/2018	49.3	54.7
M2	9/12-13/2018	45.4	50.5

Construction Noise

Noise from construction activities would add to the existing noise environment of the project site and immediate vicinity. Sensitive receptors located near the project site could be exposed to construction-related noise. The closest sensitive receptors are residents located west of the project site where homes are located within 40 feet of the project site. A six-foot high masonry wall separates the residential development from the project site.

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code (Section 8.40.090). Construction is anticipated to occur during the permissible hours according the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity.

Construction noise levels are rarely steady in nature, but instead fluctuate depending on the number and type of equipment in use at any given time. Individual construction activities would generate maximum noise level ranges of 76 to 90 dBA at a distance of 50 feet. Where multiple noise sources are operating, the combined noise level could reach a maximum of 93 dBA at a distance of 50 feet. Noise levels would vary depending on the location of equipment on the project site. The center of the project site is approximately 400 feet from the nearest homes; at this distance, assuming a typical attenuation rate of 6 dBA per doubling of distance, noise levels from equipment are expected to reach a maximum of 75 dBA.

Construction operations must follow the City's General Plan and the Noise Ordinance, which states that construction, repair or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following mitigation measures are proposed. The impact is considered **less than significant with mitigation.**

MM NOI 1 – Permissible Hours

Construction shall occur during the permissible hours as defined in Section 8.40.090.

MM NOI 2 – Noise Attenuating Devices

During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

MM NOI 3 – Staging Area Location

The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

MM NOI 4 – Idling Restriction

Idling equipment shall be turned off when not in use.

Operational Noise from Car Wash

The car wash proposed on Parcel 8 would have two dominate noise sources – an air dryer provided at the end of the automated service and vacuum units that may be provided independently. Based noise measurements on typical equipment, these noise sources have a potential to generate maximum noise levels of 80 dBA and 73.6 dBA respectively, near the units. Because these units would not operate continuously, when adjusted for estimated run time during a peak operational hour, the adjusted noise levels would be approximately 74.8 dBA and 71.4 dBA respectively, near the units.

The residential property line is located over 540 feet to the west and the proposed convenience store would also block direct line of site, shielding the equipment noise from the residences. Utilizing the adjusted operational times and distance, the anticipated unshielded noise level was determined to be 40 dBA. Therefore, the proposed operations of the carwash and service station would not exceed the City's daytime residential threshold of 65 dBA and the most restrictive nighttime residential threshold of 45 dBA. Therefore, no additional noise reductions would be required.

Operational Noise from Drive-through Restaurants

In order to examine the potential stationary noise source impacts associated with the operation of the proposed fast food restaurants, reference noise levels were used for the menu board and speaker post. The reference noise level of the speaker board is 54 dBA CNEL at 32 feet. The future drive-through speakers are located 415 feet and 615 feet from the nearest residential property line to the west and resulting in an anticipated noise level of approximately 33 dBA. Therefore, the proposed operations of the fast food restaurant and drive-through would not exceed the City's daytime threshold of 65 dBA and the most restrictive nighttime threshold of 45 dBA. Therefore, no additional noise reductions would be required.

Operational Noise from Deliveries and Trash Trucks

Noise from trucks making deliveries and collecting recycling and solid waste would occur on an infrequent but regular basis. This noise would be most noticeable at the retail buildings on the western side of the project site, as these areas are closest to the adjacent residential area.

In order to evaluate the truck delivery noise impacts, the analysis utilized reference noise level measurements taken at a shopping center. The measurements include truck drive-by noise, truck loading/unloading and truck engine noise. The unmitigated exterior noise levels for truck drive-by noise and truck engine noise were measured at 66.5 dBA Leq at a distance of 25-feet from the loading dock. A truck will take approximately 2 minutes to drive in the site and position itself, less than 30 minutes to be unloaded and another 2 minutes to exit the site. During the loading/unloading of the truck the engine can only idle for five (5) minutes in compliance with State air quality requirements. To be conservative, it was assumed the truck engine could be operating for 15 minutes of the total time required during the delivery process (5 minutes at arrival, 5 minutes of idle and 5 minutes at departure).

The delivery trucks for the proposed retail uses on the western portion of the site will travel along the western property line and the nearest sensitive receptors to the project site include the single-family property line to the west approximately 50 feet from the trucks that will also be shielded by the existing 6-foot CMU wall. The distance would result in a reduction of 6 decibels, resulting in an overall noise

level of 60.5 dBA at the property line. The existing 6-foot wall would provide a small amount of additional noise reduction that has not been accounted for to be conservative. The proposed operations of the delivery trucks would not exceed the City's daytime threshold of 65 dBA. However, if deliveries occur during the nighttime or early hours (10 pm to 7 am) potential noise impacts could occur at the residential structures to the west.

Two trash and recycling enclosures would be located along the southern boundary, while three other trash and recycling enclosures would be located within the internal parking areas. The nearest trash and recycling enclosure would be 160 feet from the western property line. Noise associated with rolling the dumpsters and noise from the waste collection vehicle would be partly screened by the existing 6-foot masonry wall surrounding the adjacent residential development. As provided in Section 8.40.080 of the City of San Jacinto Noise Control Ordinance, loud noise associated with property maintenance is prohibited unless it occurs between 7:00 a.m. and 7:00 p.m.

To further ensure that noise from deliveries and waste collection do not disrupt the adjacent land uses during nighttime and early morning hours, the following mitigation measures are proposed. The impact is considered **less than significant with mitigation.**

MM NOI 5 – Solid Waste and Recycling Collection

Solid Waste and recycling collection shall only occur during daytime hours (7:00 a.m. and 7:00 p.m.).

MM NOI 6 – Truck Deliveries

Truck deliveries shall only occur during daytime hours (7:00 a.m. and 7:00 p.m.).

Operational Noise from Parking Lots

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale. However, the instantaneous sound levels generated by a car door slamming and engine starting up may be an annoyance to adjacent sensitive receptors. The estimated maximum noise levels associated with parking lot activities typically range from 60-65 dBA and are short term. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower. Therefore, based on the limited operational time of vehicles on-site, distance separation, intervening buildings and the existing 6-foot CMU wall on the western property line, parking lot noise is not expected to exceed daytime or nighttime noise standards.

Operational Noise from Mechanical Ventilation

Heating, ventilation and air conditioning (HVAC) units would be installed on the roof of the proposed buildings. Typically, mechanical equipment noise is 70-80 dBA at a distance of 3 feet from 3-ton to 10-ton units. HVAC units would be included on the roof of the proposed buildings and would be shielded by a mechanical screen and/or the roof parapet, which would further reduce the noise. The HVAC units on most of the site would be located over 400 feet from the residential property line to the west, with the exception of the two retail buildings on the western portion of the site. The two retail buildings would be roughly 70 feet from the property line and 100 feet from the residential structures. The HVAC units will be set-back from the edge of the buildings at least 5 feet, resulting in a separation of 75 feet from the property line.

To determine the noise levels associated with the HVAC units on those two buildings, the higher noise level of 80 dBA at 3 feet for each anticipated HVAC unit was utilized and as many as four HVAC units would be in close proximity to each other and would operate at the same time. To predict the worst-case future noise environment, continuous reference noise levels were used to represent the mechanical ventilation system. Even though the mechanical ventilation system will cycle on and off throughout the day, this approach presents the worst-case noise condition.

Utilizing a 6 dBA decrease per doubling of distance, noise levels at the edge of the nearest property line to the west at the distances shown above were calculated for all the mechanical units. The worst

case combined noise from the HVAC would occur from a handful of units located on the roofs of the proposed retail buildings once fully constructed. As can be seen in the table below, the proposed HVAC noise levels would not exceed the City's daytime threshold of 65 dBA but would be in exceedance of the nighttime standard of 45 dBA without mitigation. Details on the mitigation are provided below.

Unshielded HVAC Noise Levels (Nearest Property Line)

Receptor	Distance Separation (Feet)	Reference Noise Level (dBA)	Quantity	Cumulative Noise Level (dBA)	Noise Reduction Due to Distance (dBA)	Receptor Noise Level
Western Property Line	75	80	4	86	-28.0	**58**
Residence Ground Level	100				-30.4	**56**
Residence Second Level	100				-30.4	**56**

To further ensure that noise from HVAC equipment on the roofs of the retail buildings on the west side of Parcels 1 and 2 do not disrupt the adjacent land uses during nighttime hours, the following mitigation measure is proposed. The Noise Assessment prepared for the Project determined that incorporation of a parapet or acoustical screening two feet in height above the top of the HVAC units would reduce noise levels at the adjacent residential property line to 45 dBA or less. The impact is considered **less than significant with mitigation.**

MM NOI 7 – HVAC Shielding on Retail Buildings

All HVAC units on the roofs of the retail buildings on Parcels 1 and 2 shall be shielded to maintain the nighttime standard of 45 dBA at the adjacent residential property line. A parapet or acoustic screen shall be provided that extends two feet in height above the top of the HVAC units. A noise control analysis of the HVAC plans and specifications shall be provided prior to issuance of building permits to ensure that the HVAC units would not exceed the 45 dBA standard at the adjacent residential property line.

Noise Impacts to Off-Site Receptors Due to Project Generated Traffic

A significant off-site traffic noise impact would occur if the Project resulted in or created a significant increase in the existing ambient noise levels. Studies have shown that the average human ear can barely perceive a change in sound level of 3 dBA. A change of at least 5 dBA is considered a readily perceivable change in a normal environment. A 10-dBA increase is subjectively heard as a doubling in loudness and would cause a community response. Based on these concepts of noise level increase and perception, if an area is already exposed to noise levels in excess of the land use compatibility guidelines and noise levels were to result in greater than a 3 dBA increase, then the impact would be considered significant.

The off-site Project-related roadway segment noise levels projected in the Noise Assessment were calculated using the methods in the Highway Noise Model published by the Federal Highway Administration (FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108, December, 1978). The FHWA Model uses the traffic volume, vehicle mix, speed, and roadway geometry to compute the equivalent noise level. A spreadsheet calculation was used which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these equivalent noise levels and summing them gives the CNEL for the traffic projections. To determine if direct off-site noise level increases associated with the development of the Project. The noise levels for the existing conditions were compared with the noise level increase of existing plus the Project, utilizing the traffic volumes provided for the Project by Michael Baker International (MBI), 2018.

The table below presents the comparison of noise levels on nearby roadways with and without the Project. The roadway segment noise levels will increase from 0.1 dBA CNEL to 0.8 dBA CNEL with the

development of the Project. The Project does not create a noise level increase on any roadway segment that will cause a significant impact to any existing or future noise sensitive land uses.

Project Related Change in Traffic Noise Levels

Roadway Segment	Existing Noise Level @ 50-Feet (dBA CNEL)	Existing + Project Noise Level @ 50-Feet (dBA CNEL)	Project Related Direct Noise Level Increase (dBA CNEL)
Ramona Expressway			
North of East Main Street	72.2	72.4	0.2
East Main Street to Project Driveway #2	73.9	74.2	0.3
Project Driveway #2 to Donna Way	74.0	74.1	0.1
Donna Way to East 7th Street	73.9	74.1	0.2
South of East 7th Street	73.8	74.0	0.2
East Main Street			
West of Hewitt Street	66.5	66.9	0.4
Hewitt Street to Project Driveway #1	66.0	66.7	0.7
Project Driveway #1 to Ramona Expressway	64.6	65.4	0.8
Lake Park Drive			
Ramona Expressway to Soboba Road	67.3	67.5	0.2
East 7th Street			
Hewitt Street to Las Rosas Drive	65.8	66.3	0.5
Las Rosas Drive to Donna Way	65.7	66.4	0.7
Donna Way to Ramona Expressway	63.3	63.7	0.4
Note: Sound Levels provided are worst-case and do not take into account topography or shielding from barriers.			

Short-term and long-term noise impacts associated with the Project are considered **less than significant with mitigation**, directly, indirectly and cumulatively.

b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Noise Element Figure N-1 – Future Noise Contours, General Plan EIR, Figure 5.10.1 – Future Noise Contours, General Plan EIR Addendum August 2012 & Municipal Code Chapter 8.40 – Noise Control)*

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage. The distance of the construction equipment will be at least 40 feet or more from any existing structure.

The City requires all construction activities to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations Municipal Code Chapter 8.40 – Noise Control to reduce impacts associated with temporary construction noise and vibration to the extent feasible. The Project will have a **less-than-significant impact** on the generation of excessive groundborne vibration.

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?	☐	☐	☐	☒

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Response: *(Source: General Plan as amended October 19, 2012, Noise Element Figure N-1 – Future Noise Contours, General Plan EIR, Figure 5.10.1 – Future Noise Contours, General Plan EIR Addendum August 2012, Municipal Code Chapter 8.40 – Noise Control & Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)*

There are no private airports within two miles of the City, and this project site is outside the Hemet Ryan Airport Plan; therefore, this Project will have **no impact**, directly, indirectly, or cumulatively to exposing people residing or working in the project area to excessive noise.

XIV. POPULATION AND HOUSING – Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The Project will not induce growth as it is consistent with the City's General Plan land use designation of CC – Community Commercial. The City's General Plan establishes the development potential of the City to accommodate the City's growth to 2020. The Project, as proposed, will help to accommodate that growth, but will not induce it.

The project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Project-related impacts are expected to be **less than significant** directly, indirectly and cumulatively.

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The project site is vacant and will not displace any persons, or require the construction of replacement housing. Therefore, there is **no impact** to housing.

XV. PUBLIC SERVICES – Would the project:

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:				
Fire protection?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

The Project is located approximately 1.4 miles from Fire Station #25 located at 132 S. San Jacinto Avenue. As a result, fire personnel will be able to reach the site within the recommended response time. The Fire Department will approve the Project site plan to ensure it meets applicable fire standards and regulations.

As referenced in Section VIII – Hazards and Hazardous Materials, the Project will be designed consistent with the California Building Code and the National Fire Protection Association (NFPA) Code requirements for fueling stations and onsite storage of flammable material such as gasoline and diesel and

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

related state regulations governing the design and operation of fueling facilities. Like any development project, the Project may increase demand for fire service; however, the Project is consistent with the General Plan land use designation for the site and would not increase the population beyond what was anticipated in the General Plan. Further, the Project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure. The Project will not require the construction of a new fire station to maintain service ratios. Through the implementation of all regulations and City policies for development projects, the Project will have a **less than significant impact** on fire services, directly, indirectly, and cumulatively.

Police protection?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, & General Plan EIR Addendum August 2012)*

Development of the site would result in additional facilities that would need to be provided with police protection. The Project incorporates features that would limit the demand for police protection. These features include adequate site and security lighting, and security cameras. In addition, the Police Department will review site plans to ensure all applicable fire and public safety codes are met. Through project design and code enforcement, the potential increase for police protection services would be minimized. The existing police facilities would be sufficient to maintain acceptable service ratios and response times. The Project would have a **less than significant impact** directly, indirectly, and cumulatively on public services and would not result in substantial adverse physical impacts associated with providing additional government facilities.

Schools?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Community Services & Facilities Element Figure CSF-1 – School Districts, General Plan EIR, General Plan EIR Addendum August 2012, San Jacinto Unified School District 2015 Facilities Master Plan)*

The Project is located within the service area boundary of the San Jacinto Unified School District. The Project is required to pay the state-mandated school fees in place at the time that development occurs. These fees are designed to mitigate impacts to schools by providing funds for the construction of new facilities.

The Project would result in the development of a retail center, fast food restaurants and service station with a car wash. These proposed land uses would increase employment and economic activity within the city of San Jacinto. The retail and restaurant employees are expected to be existing residents of San Jacinto, Hemet and other nearby communities. The businesses are not expected to attract a substantial number of new employees that would relocate to the area. Accordingly, the proposed development is not expected to result in an increase in service demand or the need to provide additional school facilities to serve new residents.

Through the implementation of all regulations and City and School District policies for development projects, the Project will have a **less than significant** impact on schools, directly, indirectly and cumulatively.

Parks?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities, General Plan EIR, General Plan EIR Addendum August 2012, Parks Master Plan, November 2005, Municipal Code Chapter 16.40 – Park Dedications and Fees & Chapter 15.36 – Park and Open Space Development Fees)*

The City has a broad range of available recreation facilities, programs, and parks. As noted above, the retail and restaurant employees are expected to be existing residents of San Jacinto, Hemet and other nearby communities. The businesses are not expected to attract a substantial number of new employees that would relocate to the area. Accordingly, the proposed development is not expected to result in an

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
increase in service demand or the need to provide additional parks to serve new residents. The Project will have a **less than significant** impact on parks, directly, indirectly and cumulatively.				
Other public facilities?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012, Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities, CSF-4 – Trails Opportunities Map, General Plan EIR, General Plan EIR Addendum August 2012, Parks Master Plan, November 2005, Municipal Code Chapter 16.40 – Park Dedications and Fees & Chapter 15.36 – Park and Open Space Development Fees)*

As noted above, the Project will not result in an increase in demand for other City services and facilities, including recreational trails and library services. Therefore, **no impacts** to other public facilities will occur directly, indirectly and cumulatively.

XVI. RECREATION – Would the project:

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?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities, CSF-4 – Trails Opportunities Map, General Plan EIR, General Plan EIR Addendum August 2012, Parks Master Plan, November 2005, Municipal Code Chapter 16.40 – Park Dedications and Fees & Chapter 15.36 – Park and Open Space Development Fees)*

The City and Valley-Wide Recreation provide a broad range of recreation facilities, programs, and parks. The City established a park ratio of 5.0 acres of developed parkland for every 1,000 residents. The City's Parks Master Plan details recommendations and standards to meet park facility demand. There are 83.5 acres of parks and recreational facilities (General Plan **Table CSF-1 – Existing Parks and Recreational Facilities**) with another 50 acres planned (General Plan **Table CSF-2 – Planned Parks and Recreational Facilities**).

As described under Response XIV a) above, the proposed land uses would increase employment and economic activity within the city of San Jacinto. However, the retail and restaurant employees are expected to be existing residents of San Jacinto, Hemet and other nearby communities. The businesses are not expected to attract a substantial number of new employees that would relocate to the area. Accordingly, the proposed development is not expected to result in an increase in demand for recreational facilities. The Project will have a **less than significant impact** on recreational facilities, directly, indirectly and cumulatively.

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

Response: *(Source: General Plan as amended October 19, 2012, Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities, CSF-4 – Trails Opportunities Map, General Plan EIR, General Plan EIR Addendum August 2012, Parks Master Plan, November 2005, Municipal Code Chapter 16.40 – Park Dedications and Fees & Chapter 15.36 – Park and Open Space Development Fees)*

The Project does not include the construction of recreational facilities or require the need to construct recreational facilities. The Project will have **no impact**, directly, indirectly or cumulatively on recreational facilities.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION – Would the project:				
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Circulation Element Table C-1 – Overview of Street Classifications, Figure C-1 – Roadway Cross Sections, Figure C-2 – Roadway System, Figure C-4 – Bikeways, Figure C-5 – Standard Bikeway Cross Sections, General Plan EIR, General Plan EIR Addendum August 2012, Figure 5.13-5 – Proposed City of San Jacinto General Plan Network, Figure 5.13-6 – General Plan Roadway Cross-Sections, Traffic Impact Analysis, prepared by Michael Baker International, June 25, 2019 & Striping and Striping Plans, prepared by Michael Baker International, May, 2019)*

A traffic impact analysis was completed for the Project by Michael Baker International. The study analyzes the forecast traffic conditions associated with the Project. The study evaluates the following seven intersections in the vicinity of the project site:

1. East Main Street / Hewitt Street
2. Ramona Expressway / East Main Street-Lake Park Drive
3. Lake Park Drive / Soboba Road
4. Ramona Expressway / Donna Way
5. East 7th Street / Las Rosas Drive
6. East 7th Street / Donna Way
7. Ramona Expressway / East 7th Street

It should be noted that the intersection of Ramona Expressway and Donna Way (Intersection 4) operates as a right-in/right-out minor street stop-controlled intersection.

In addition, the Project would have a total of three points of vehicular access. The following Project access driveways have been included as study intersection locations:

8. East Main Street / Project Driveway #1
9. Ramona Expressway / Project Driveway #2
10. Donna Way / Project Driveway #3

The driveways located on Main Street and Ramona Expressway would operate as a right-in/right-out only access. The driveways located on Donna Way would operate as full access unsignalized intersections.

These study locations have been analyzed in the following study scenarios:

- Existing Conditions;
- Existing With Project Conditions;
- Existing Plus Cumulative Conditions;
- Existing Plus Cumulative With Project Conditions

Level of Service

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. The Highway Capacity Manual (HCM) 2010 analysis methodology is utilized to determine the operation LOS of the study intersections. The HCM analysis methodology describes the operation of an intersection using a range of level of service from LOS A (free-flow conditions) to LOS F (Severely congested conditions), based on the corresponding stopped delay experienced per vehicle for study intersections. The City of San Jacinto has adopted level of service “D“ or better as acceptable operating conditions for intersections during the peak hour.

Trip Generation

To calculate the number of vehicle trips generated by the Project, the trip rates provided in the *Institute of Transportation Engineers (ITE) 9th Edition Trip Generation Manual* were used. These rates were adjusted to account for “pass-by trips” which are existing trips deviated from the surrounding roadway network to access the project site, and “internal trips” in which a person visits more than one destination

onsite during the same visit. Based on this methodology, the Project is forecast to generate approximately 4,144 trips per day, with approximately 307 trips occurring during the AM peak hour and approximately 314 trips occurring during the PM peak hour.

Existing Plus Project Conditions

The table below summarizes Existing Conditions and Existing with Project Conditions AM and PM peak hour level of service for all study intersections.

Existing Conditions and Existing Plus Project Level of Service

Study Intersection	Traffic Control	Existing Conditions		Existing with Project Conditions	
		AM Delay / LOS	PM Delay / LOS	AM Delay / LOS	PM Delay / LOS
1 - E. Main St. / Hewitt St.	AWSC	10.6 - B	10.0 - A	11.2 - B	10.5 - B
2 - Ramona Expwy. / Main St.-Lake Park Dr.	Signal	22.3 - C	41.0 - D	24.4 - C	48.7 - D
3 - Lake Park Dr. / Soboba Rd.	Signal	18.7 - B	24.2 - C	18.9 - B	24.9 - C
4 - Ramona Expwy. / Donna Way	Signal[1]	10.0 - B	12.5 - B	12.4 - B	8.0 - A
5 - E. 7th St. / Las Rosas Dr.	AWSC	10.9 - B	8.5 - A	11.6 - B	8.8 - A
6 - E. 7th St. / Donna Way	OWSC	9.5 - A	9.0 - A	11.2 - B	10.8 - B
7 - Ramona Expwy. / E. 7th St.	Signal	15.4 - B	12.4 - B	15.5 - B	13.2 - B
8 - E. Main St. / Project Driveway #1	OWSC	DNE	DNE	9.3 - A	9.2 - A
9 - Ramona Expwy. / Project Driveway #2	OWSC	DNE	DNE	10.5 - B	14.0 - B
10 - Donna Way / Project Driveway #3	OWSC	DNE	DNE	10.7 - B	10.4 - B

Notes: Deficient intersection operation indicated in **bold**.
Delay = average seconds of delay per vehicle.
LOS = level of service
DNE = does not exist
AWSC = all way stop control
OWSC = one way stop control
1 - Project proposes to construct traffic signal at Ramona Expressway/Donna Way. Therefore, analyzed as a signal with the project.

All study intersections are forecast to operate at an acceptable level of service (LOS D or better) during the peak hours with the addition of Project-related traffic to existing traffic volumes. Therefore, no significant impacts were identified under Existing with Project Conditions and no mitigations measures are required.

The table below summarizes Cumulative Conditions and Cumulative with Project Conditions AM and PM peak hour level of service for all study intersections.

Cumulative and Cumulative Plus Project Level of Service

Study Intersection	Traffic Control	Cumulative Conditions		Cumulative With Project	
		AM Delay / LOS	PM Delay/ LOS	AM Delay/ LOS	PM Delay / LOS
1 - E. Main St. / Hewitt St.	AWSC	**97.2 - F**	**159.3 - F**	**116.8 - F**	**182.0 - F**
2 - Ramona Expwy. / Main St.-Lake Park Dr.	Signal	**66.5 - E**	**176.3 - F**	**66.5 - E**	**176.7 - F**
3 - Lake Park Dr. / Soboba Rd. [1]	Signal	17.2 - B	25.6 - C	19.8 - B	26.6 - C
4 - Ramona Expwy. / Donna Way	Signal[2]	12.0 - B	15.9 - C	7.4 - A	7.1 - A
5 - E. 7th St. / Las Rosas Dr.	AWSC	11.4 - B	8.6 - A	12.1 - B	9.0 - A
6 - E. 7th St. / Donna Way	OWSC	9.6 - A	9.1 - A	11.4 - B	10.6 - B
7 - Ramona Expwy. / E. 7th St.	Signal	21.1 - C	16.6 - B	22.8 - C	17.8 - B
8 - E. Main St. / Project Driveway #1	OWSC	DNE	DNE	11.3 - B	11.7 - B
9 - Ramona Expwy. / Project Driveway #2	OWSC	DNE	DNE	11.9 - B	17.8 - C
10 - Donna Way / Project Driveway #3	OWSC	DNE	DNE	10.8 - B	10.4 - B

Notes: Deficient intersection operation indicated in **bold**.
Delay = average seconds of delay per vehicle.
LOS = level of service
DNE = does not exist
AWSC = all way stop control
OWSC = one way stop control
1 - Includes intersections improvements due to construction of Soboba Casino Project
2 - Project proposes to construct traffic signal at Ramona Expressway/Donna Way. Therefore, analyzed as a signal with the project.

All study intersections are forecast to operate at an acceptable level of service (LOS D or better) during the peak hours under Cumulative and Cumulative with Project conditions with the following exceptions:

1. East Main Street / Hewitt Street – PM peak hour, LOS F
2. Ramona Expressway / East Main Street-Lake Park Drive – PM peak hour, LOS F

Because these intersections do not operate at an acceptable level of service, the addition of Project-related traffic would result in a significant impact and requires mitigation. With implementation of the following mitigation measures, the intersections would operate at acceptable levels of service (as shown in the table below) and the Project would have a **less than significant impact with mitigation** directly, indirectly or cumulatively.

MM TRAF 1 – Main Street/Hewitt Street Intersection Improvements

The project applicant shall make a fair share contribution to the construction of a signal at this location.

MM TRAF 2 – Ramona Expressway/Main Street-Lake Park Drive Intersection Improvements

The project applicant shall restripe the eastbound approach to include one left turn lane, one through lane, and one shared through/right turn lane.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Mitigated Cumulative and Cumulative Plus Project Level of Service

Study Intersection	Traffic Control	Existing Plus Cumulative With Project Conditions - Mitigated	
		AM	PM
		Delay - LOS	Delay - LOS
1 - E. Main St. / Hewitt St.	Signal	22.5 - C	24.7 - C
2 - Ramona Expwy. / E. Main St.-Lake Park Dr.	Signal	Not Impacted	54.6 - D

Notes: Deficient intersection operation indicated in **bold**.
Delay = average seconds of delay per vehicle.

Public Transit Services

The site is located close to existing transit service, with Riverside Transit Agency Bus Route 42 providing direct access and connections to other lines. Existing bus stops are located on East Main Street at Miracle Drive, approximately 600 feet from the project site. Development of the Project would not interfere with these bus stops. In addition, site plan includes the development of a bus stop and shelter in cooperation with RTA. Impacts to public transit would be **less than significant** directly, indirectly or cumulatively.

Bicycles

The site plan includes bicycle racks consistent with CALGreen requirements. These include both short- and long-term storage facilities. The site plan also includes the development of a Class I bike lane/multi-use lane along Ramona Expressway. Impacts to public transit would be **less than significant** directly, indirectly or cumulatively.

Pedestrian

The site plan includes sidewalks, crosswalks, ADA ramps, and decorative trellis as pedestrian facilities that tie into existing sidewalks along East Main Street and Ramona Expressway. The Project would not conflict with or obstruct a state or local plan for alternative transportation; therefore, impacts would be **less than significant** directly, indirectly or cumulatively.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3[1] or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Circulation Element Table C-1 – Overview of Street Classifications, Figure C-1 – Roadway Cross Sections, Figure C-2 – Roadway System, Figure C-4 – Bikeways, Figure C-5 – Standard Bikeway Cross Sections, General Plan EIR, General Plan EIR Addendum August 2012, Figure 5.13-5 – Proposed City of San Jacinto General Plan Network, Figure 5.13-6 – General Plan Roadway Cross-Sections, Traffic Impact Analysis, prepared by Michael Baker International, June 25, 2019 & Striping and Striping Plans, prepared by Michael Baker International, May, 2019)*

The 2011 Riverside County Transportation Commission (RCTC) Congestion Management Program (CMP) designates certain roadways as CMP facilities. The CMP designates a minimum acceptable LOS of E on CMP facilities. The nearest designated CMP routes are State Route 74 and State Route 79. Ramona Expressway intersects with State Route 74 approximately three miles south of the project site. East Main Street intersects with State Route 79 approximately one mile west of the project site. The

[1]CEQA Guidelines section 15064.3(c) provides that a lead agency "may elect to be governed by the provisions" of the section immediately; otherwise, the section's provisions apply July 1, 2020. Here, the City has not elected to be governed by Section 15064.3. Accordingly, an analysis of vehicles miles traveled (VMT) is not necessary to determine whether a proposed project will have a significant transportation impact.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Project is not expected to result in a significant contribution of traffic to these facilities. Project-related traffic becomes more diffuse farther from the project site as it spreads through the transportation network. The traffic impact analysis estimates that 22 percent of Project traffic would use East Main Street west of Hewitt Street, 15 percent of the Project traffic would use Ramona Expressway to the northwest, and 20 percent of Project traffic would use Ramona Expressway south of East 7th Street. Due to the "local serving" nature of this commercial center, most of the primary (new) trips will have origins and destinations near the Project. Trips arriving on regional facilities like State Route 74 and State Route 79 would be primarily pass-by trips destined to a nearby regional trip attractor (such as the Soboba Casino). Accordingly, only a minor amount Project-related "new" traffic would use State Route 74 and State Route 79. Due to the minor amount of new trips the Project would contribute to these roadways, Project impacts are considered to be **less than significant** directly, indirectly or cumulatively.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Circulation Element Table C-1 – Overview of Street Classifications, Figure C-1 – Roadway Cross Sections, Figure C-2 – Roadway System, Figure C-4 – Bikeways, Figure C-5 – Standard Bikeway Cross Sections, General Plan EIR, General Plan EIR Addendum August 2012, Figure 5.13-5 – Proposed City of San Jacinto General Plan Network, Figure 5.13-6 – General Plan Roadway Cross-Sections, Traffic Impact Analysis, prepared by Michael Baker International, June 25, 2019 & Striping and Striping Plans, prepared by Michael Baker International, May, 2019)*

The project driveways are located along East Main Street, Ramona Expressway and Donna Way which do not have sharp curves in the vicinity of the access points. The sight distance appears adequate to observe oncoming vehicles and do not appear to pose a hazardous condition. The proposed traffic signal at Ramona Expressway and Donna Way will adhere to all applicable design guidelines and will provide safer access to and from the site. No incompatible uses are proposed that would conflict with existing traffic. The Project would have a less-than-significant impact directly, indirectly and cumulatively on traffic hazards.

d) Result in inadequate emergency access?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, Circulation Element Table C-1 – Overview of Street Classifications, Figure C-1 – Roadway Cross Sections, Figure C-2 – Roadway System, Figure C-4 – Bikeways, Figure C-5 – Standard Bikeway Cross Sections, General Plan EIR, General Plan EIR Addendum August 2012, Figure 5.13-5 – Proposed City of San Jacinto General Plan Network, Figure 5.13-6 – General Plan Roadway Cross-Sections, Traffic Impact Analysis, prepared by Michael Baker International, June 25, 2019 & Striping and Striping Plans, prepared by Michael Baker International, May, 2019)*

The proposed development has three points of access, one on East Main Street, one on Ramona Expressway, and one on Donna Way. In the event that one driveway is blocked, another driveway can be accessed for emergency vehicles. These access points have been reviewed by the City's traffic engineer and the City's police and fire departments to ensure the design complies with all applicable public safety codes. Through project design and code enforcement, adequate emergency access would be provided, and the Project would result in a **less-than-significant impact**, directly, indirectly and cumulatively on emergency access.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project:

a) 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	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

See responses V a - c above. Natural Investigations contacted the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File for traditional cultural resources within or near the Project area. The reply from the NAHC, dated September 25, 2017, states that the search failed to indicate the presence of sacred lands in the immediate vicinity of the Project area, but that the area is considered sensitive for cultural resources.

In addition, the City conducted AB 52 Consultations with the tribes noted in Appendix A of this Initial Study. No cultural resources have been previously recorded on the project site, and no resources were identified during the survey of the project site. However, as there is always a chance that unanticipated cultural resources, archaeological resources, or even human remains could be encountered during ground-disturbing activities mitigation measures **MM CR 1 through MM CR 3** have been applied to this Project. Therefore, the Project will have a **less than significant impact with mitigation**, directly, indirectly, or cumulatively, on any cultural resource as defined by Public Resources Code Section 5020.1(k).

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 (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Response: *(Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Cultural and Paleontological Resources Inventory, Prepared by Natural Investigations Company, October 19, 2017)*

See response XVIII a) above, no significant resources have been identified on the Project site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, implementation of **MM CR 1 to MM CR 3** will address significant resources that may be present on the site. Therefore, the Project will have **less than significant impact with mitigation**, directly, indirectly, and cumulatively on a Tribal Historical Resource.

XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012 & Sewer Study, prepared by Dexter Wilson Engineering, February 6, 2019)*

Water

Water will be provided by EMWD. EMWD has indicated the ability to serve the Project. No new or expanded water supply facilities are needed. EMWD has found that its water supplies will be sufficient to meet the District's water demand during normal, single dry, and multiple dry years through 2040. The Project is consistent with the City of San Jacinto General Plan designation of the project site. Because the General Plan was used to forecast future water demand, the proposed development has already been factored into the EMWD's overall water demand.

Wastewater

Sewer service to the Project would be provided by the City of San Jacinto. The City operates and maintains local collector sewers in the area that convey flow to EMWD truck sewers and interceptors. EMWD

is responsible for treatment and disposal of sewage conveyed to their system from the City of San Jacinto. The Project would connect to an 8-inch sewer line along the western boundary of the project site. This 8-inch sewer line conveys flow to an 8-inch sewer line in Main Street that conveys flow westerly. This line leaves Main Street and increases to 12-inch and then to 15-inch prior to connecting to an EMWD 36-inch line in Palm Avenue. Based on sewer flow metering that was performed in the existing system downstream of the Project, the existing sewer system is flowing within its design capacity at peak flows. With the addition of flows from the Luiseno Village Project, the existing sewer lines are still anticipated to be operating within their design capacity at peak flows.

Wastewater from the Project would be conveyed to EMWD's San Jacinto Valley Regional Water Reclamation Facility for treatment. As of 2016, the reclamation facility has a capacity of 14 MGD with typical daily flows of 7 MGD. The reclamation facility has an ultimate design capacity of 27 MGD. The Project would not exceed current capacity of the collection or treatment system. The Project would have a less than significant impact on wastewater infrastructure.

Storm water

Pursuant to NPDES regulations, the City will require that the Project comply with existing Santa Ana WQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.

In addition, the City of San Jacinto is a Co-Permittee in, and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit the Project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff, during and post-construction.

Consistent with the MS4 permit, the Preliminary WQMP for the Project incorporates infiltration chambers that will be installed below the parking areas to allow for percolation of stormwater on site. Stormwater will be filtered through the underground chambers, removing contaminants and reducing discharge to a level equal to or below the pre-development discharge. Stormwater that is not infiltrated on site would discharge to an existing concrete swale on the west side of the project site that drains to East Main Street and the City of San Jacinto's storm sewer system and not to the nearby San Jacinto River and Conserved lands. Runoff from the proposed car wash will drain to the sanitary sewer.

The Project will not impact the existing stormwater management systems significantly. The Project will not result in an increase in the volume of stormwater discharged to the City's drainage system.

Electric Power

The proposed development would connect to existing utility lines along East Main Street, Ramona Expressway and Donna Way. Electric power is provided to the site by Southern California Edison (SCE). SCE has committed to providing service to the planned uses of the General Plan, and this Project is consistent with the City's General Plan. The Project will connect to an existing distribution line along East Main Street. The Project will not require or result in the construction of expanded electric power which could cause significant environmental effects.

Natural Gas

Natural gas is provided to the site by Southern California Gas Company (SCG). The Project will connect to an existing distribution line in either East Main Street or Ramona Expressway. SCG has committed to providing service to the planned uses of the General Plan 2035, and this Project is consistent with the City's General Plan 2035. The Project will not require or result in the relocation or construction of new or expanded natural gas facilities power which could cause significant environmental effects.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Telecommunication Facilities

No cellular utilities are present on the site. No expanded telecommunication facilities would be needed to serve the project.

Summary

The Project will have a **less-than-significant impact**, directly, indirectly, or cumulatively, on 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 supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012)*

Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Water Code Sections 10910–10915) made changes to the Urban Water Management Planning Act to require additional information in UWMPs if groundwater is identified as a source available to the supplier. The information required includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being over drafted or projected to be over drafted in the most current DWR publication on that basin. If the basin is in overdraft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that large development projects supplied with water from a public water system and subject to CEQA be provided a specified water supply assessment, except as specified in the law. Large development projects include those with 500 or more residential units, 500,000 square feet of retail commercial space, or 250,000 square feet of office commercial space. These assessments, prepared by "public water systems" responsible for service, address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.

SB 221 (Chapter 642, Statutes of 2001; Government Code Section 66473.7) prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for the project from the applicable water supplier(s). This requirement also applies to approvals that would increase the number of service connections by 10% or more for public water systems with less than 500 service connections. The law defines criteria for determining "sufficient water supply" such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water that the supplier can reasonably rely on to meet existing and future planned uses. Rights to extract additional groundwater, if used for the project, must be substantiated.

The Project proposes retail commercial buildings totaling 34,096-square-feet and as such is not required to get a water supply assessment from EMWD, the water purveyor.

EMWD has found that its water supplies will be sufficient to meet the District's water demand during normal, single dry, and multiple dry years through 2040. The Project is consistent with the City of San Jacinto General Plan designation of the project site. Because the General Plan was used to forecast future water demand, the proposed development has already been factored into the EMWD's overall water demand.

EMWD has sufficient water supply to serve the Project, and Project-related impacts on water supply would be **less than significant** directly, indirectly and cumulatively.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012)*

As noted in XIX a) above, the Project will not generate enough wastewater to exceed current capacity of the wastewater system. San Jacinto Municipal Utilities and EMWD implement all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge requirement. The Project will have a **less-than-significant impact**, directly, indirectly and cumulatively on wastewater treatment.

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?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012 & Municipal Code Chapter 8.34 – Construction and Demolition Waste Management)*

CR&R Waste and Recycling Services transports solid waste to the Lamb Canyon landfill. The Lamb Canyon landfill is expected to meet capacity in 2021 at which time waste can be taken to the El Sobrante or Badlands landfills. With the implementation of the City's and CR&R's recycling programs the City continues to divert waste from the landfill. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. Construction waste associated with the proposed Project will be recycled to the extent practicable with the remainder sent to a landfill. Pursuant to Municipal Code Chapter 8.34 – Construction Demolition Waste Management, 50% of the construction debris must be diverted. Therefore, landfill capacity is available to accommodate this Project and the Project will have a l**ess-than-significant impact**, directly, indirectly and cumulatively to landfills.

e) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012, General Plan EIR, General Plan EIR Addendum August 2012 & Municipal Code Chapter 8.34 – Construction and Demolition Waste Management)*

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The Project will comply with all regulatory requirements regarding solid waste including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75 percent by 2020. Such regulations will be applicable to this Project and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this Project is required to comply. There will be **a less-than-significant impact**, directly, indirectly or cumulatively regarding compliance with Federal, State, and local statutes and regulations related to solid waste.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XX. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **would the project**:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)*

The project site is not within or near a Very High Fire Hazards Zone. The nearest Very High Fire Hazards Area is located approximately 1/3 mile east across the San Jacinto River. The site is separated from this area by the San Jacinto River and its associated levees, a EMWD property that is maintained free of vegetation, and by Ramona Expressway. This separation and the accessibility of the area (mostly level terrain and roadways) assists in reducing fire risk while facilitating access for firefighting efforts.

As stated in response Section IX f) above, the City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response. The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in **less than significant impacts,** directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)*

In addition to response Section IX g) above, the Project site is not located within a Very High Fire Hazard Classification area with the County of Riverside or a High Fire Hazard Zone Area in the City's General Plan (Figure 5.7-1 – Fire Hazard). As well, the site is relatively flat. Therefore, the Project will not exacerbate wildfire risks and will have **no impact**, directly, indirectly, or cumulatively, to the exposure of pollutant concentration 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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)*

The Project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment and as such will have a no impact, directly, indirectly, or cumulatively.

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?	☐	☐	☐	☒

Response: *(Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)*

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The site is relatively flat and is not located near any slopes that could subject to instability after a fire. Therefore, the Project will have a less **no impact**, directly, indirectly or cumulatively, as it is will not expose people or structures to significant risk from flooding or landslides as a result of a wildfire.				
II. **MANDATORY FINDINGS OF SIGNIFICANCE**				
a) Does 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, substantially 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?	☐	☒	☐	☐
As described in Section IV. Biological Resources, no sensitive natural community exists on the site. The only habitat found on the project site is ruderal grasslands isolated by surrounding development. No special-status species or special-status habitats occur on the project site. Implementation of identified mitigation measures (pre-construction surveys, MSHCP BMPs) would ensure that any impacts to special-status species would be less than significant. As described in Section V. Cultural Resources, no built environment resources were identified or recorded during the survey. Thus, the Project does not have the potential to cause a significant impact on any resource that qualifies as a historical resource. In addition, no archaeological resources were identified or recorded during the field survey. The potential for the discovery of buried archaeological materials within the alluvial sediments underlying the project area is low. Implementation of identified mitigation measures (unanticipated discovery measures) would ensure that any impacts to archaeological resources would be less than significant. As described in Section VII. Geology and Soils, the project site is in an area mapped as having high sensitivity for paleontological resources. Excavation and grading on the site at depths at or below 4 feet has the potential to impact paleontological resources. Implementation of identified mitigation measures (paleontological monitoring) would ensure that any impacts to archaeological resources would be less than significant. The Project would not result in significant impacts to other environmental resource categories. Based on the lack of known resources on the site and the inclusion of mitigation measures to reduce impact, the Project would result in a **less-than-significant impact with mitigation**.				
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively 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 project, and the effects of probable future projects.)	☐	☒	☐	☐
The evaluation of Project impacts in this document has been made in the context of cumulative impacts and resource trends. Air quality and GHG emissions have been evaluated according to SCAQMD thresholds intended to protect air quality and climate from the cumulative impact of development in the region. Impacts to biological resources have been addressed in the context of the MSHCP, which addresses the conservation needs of listed species while providing for regional development. Water quality impacts have been evaluated for consistency with the regional MS4 and statewide NPDES permits, which address cumulative effects on water quality. Traffic impacts have been assessed in accordance with the City's LOS standards to ensure that cumulative impacts to the local roadway network are addressed. Likewise, Project impacts in all other environmental resource categories have been made in the context				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of how the Project would contribute to resource trends that are shaped by existing and future development patterns. With mitigation, these potential impacts do not have the potential to be cumulatively considerable. The Project would result in a **less-than-significant cumulative impact with mitigation**.				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐
A significant impact to humans may occur if the Project has the potential to result in significant environmental impacts. Based on the preceding environmental analysis, the Project would not have significant environmental effects on human beings, either directly or indirectly. Any potentially significant impacts would be reduced to **less-than-significant levels** through the implementation of the applicable mitigation measures identified within this document.				

Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.

Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Supporting Information Sources

Beck, Carly, 2019. Email from Carly Beck, Environmental Scientist, California Department of Fish and Wildlife to Travis Randel, Planning and Community Development Director, City of San Jacinto, July 18, 2019.

Natural Resources Conservation Service (NRCS), 2019. Custom Soil Resource Report for Western Riverside Area, California. April 24, 2019.

APPENDIX A – AB 52 CONSULTATION LOG