INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

for

Tentative Tract Map No. 38107 (TTM 38107)
(P21-091)

Lead Agency:

City of San Jacinto
595 S. San Jacinto Avenue
San Jacinto, CA 92583
951.487.7330
Point of Contact: Kevin White, Planning Manager
kwhite@sanjacintoca.gov

Project Proponent:

SRDP, LLC.
(Applicant: J.D. Pierce Company)
2222 Martin Street, Suite 100
Irvine, CA 92812
949.428.8456
pkulmaticki@jdpierceco.com

Prepared by:

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September 2022

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Commonly Used Abbreviations and Acronyms

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AC	Acre
A.C.	Asphalt Concrete
ACOE	U.S. Army Corps of Engineers
ADT	Average Daily Traffic
af	Acre-Feet
Afu	Undocumented Artificial Fill
AFY	Acre-Feet Per Year
AM	Morning
AMSL	Above Mean Sea Level
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plans
ARB	Air Resources Board
ARB Handbook	ARB Air Quality and Land Use Handbook
BACMs	Best Available Control Measures
BMPs	Best Management Practices
Btu	British thermal units
BUOW	Burrowing Owl
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalARP	California Accidental Release Prevention Program
CalEEMod™	California Emissions Estimator Model™
Cal/EPA	California Environmental Protection Agency
CALGreen	California Green Building Standards Code
Cal/OSHA	California Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CH_4	Methane
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Program
CIWMP	Countywide Integrated Waste Management Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
COA	Conditions of Approval
CY	Cubic Yards
dB	Decibel
dBA	A-Weighted Decibel
dBA CNEL	A-weighted decibel Community Noise Equivalent Level
dBA Leq	A-weighted decibel equivalent noise level
DPM	Diesel particulate matter
DTSC	Department of Toxic Substance Control
EAP	Existing Plus Ambient Growth Plus Project
EAPC	Existing Plus Ambient Growth Plus Project Plus Cumulative
EIA	United States Energy Information Administration
EPA	Environmental Protection Agency
EPD	Environmental Programs Department
FEMA	Federal Emergency Management Act
FHWA	Federal Highway Administration

FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping & Monitoring Program
g/m3	Micrograms Per Cubic Meter
GMZs	Groundwater Management Zones
gpd/ac	Gallons-Per-Day Per Acre
HAP	Hazardous Air Pollutants
HFCs	Hydroflourocarbons
HRA	Health Risk Assessment
ITE	Institute of Transportation Engineers
kW	Kilowatt
KWh	Kilowatt Hours
Leq	Equivalent Energy Level
LID	Low Impact Development
LOS	Level of Service
LST	Localized Significance Thresholds
MBTA	Migratory Bird Treaty Act
MGD	Million Gallons Per Day
MLD	Most Likely Descendent
MM	Mitigation Measure
MMT	Million Metric Tons
MPH	Miles Per Hour
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MWh	Megawatt-Hour
N_2O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO_2	Nitrogen Dioxide
NOA	Naturally Occurring Asbestos
NOAA	National Oceanic and Atmospheric Administration
NOP	Notice of Preparation
NO_X	Oxides of Nitrogen
NPDES	National Pollution Discharge Elimination System
O_3	Ozone
Pb	Lead
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter
PM_{10}	Respirable Particulate Matter
PPV	Peak Particle Velocity
PRC	Public Resources Code
PVC	Polyvinyl Chloride
PV	Photovoltaic
ROG	Reactive Organic Gases
ROW	Right-of-Way
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCG	Southern California Gas Company
SF_6	Sulfur Hexafluoride
SO2	Sulfur Dioxide
SO_X	Oxides of Sulfur
SO_2	Sulphur Dioxide
SO_x	Sulphur Oxides
Sq. Ft.	Square Feet
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resource Control Board
TCP	Traffic Control Plan
TCR	Tribal Cultural Resource

UBC	Uniform Building Code
U.S.	United States
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

CITY OF SAN JACINTO

I. CEQA ENVIRONMENTAL CHECKLIST FORM

1. **Project Title:** Tentative Tract Map No. 38107 (TTM 38107) (P21-091)

2. **Lead Agency Name and Address:** City of San Jacinto, Planning Department 595 S. San Jacinto Ave., San Jacinto, CA 92583

3. **Contact Person and Phone Number:** Kevin White, Planning Manager, 951.487.7330 Ext. 306

4. **Project Location:** The Project site is located south of Ramona Boulevard and west of Sanderson Avenue in the City of San Jacinto, County of Riverside. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map.***

   A. **Total Project Area:** approximately 38.15 acres

   B. **Assessor's Parcel Number(s):** 432-030-012

   C. **Section, Township & Range:** Section 20, Northwest Township 4 South, Range 1 West, San Jacinto, California 7.5-minute USGS

   D. **Elevation:** Approximately 1,460 to 1,464 feet above mean sea level (AMSL)

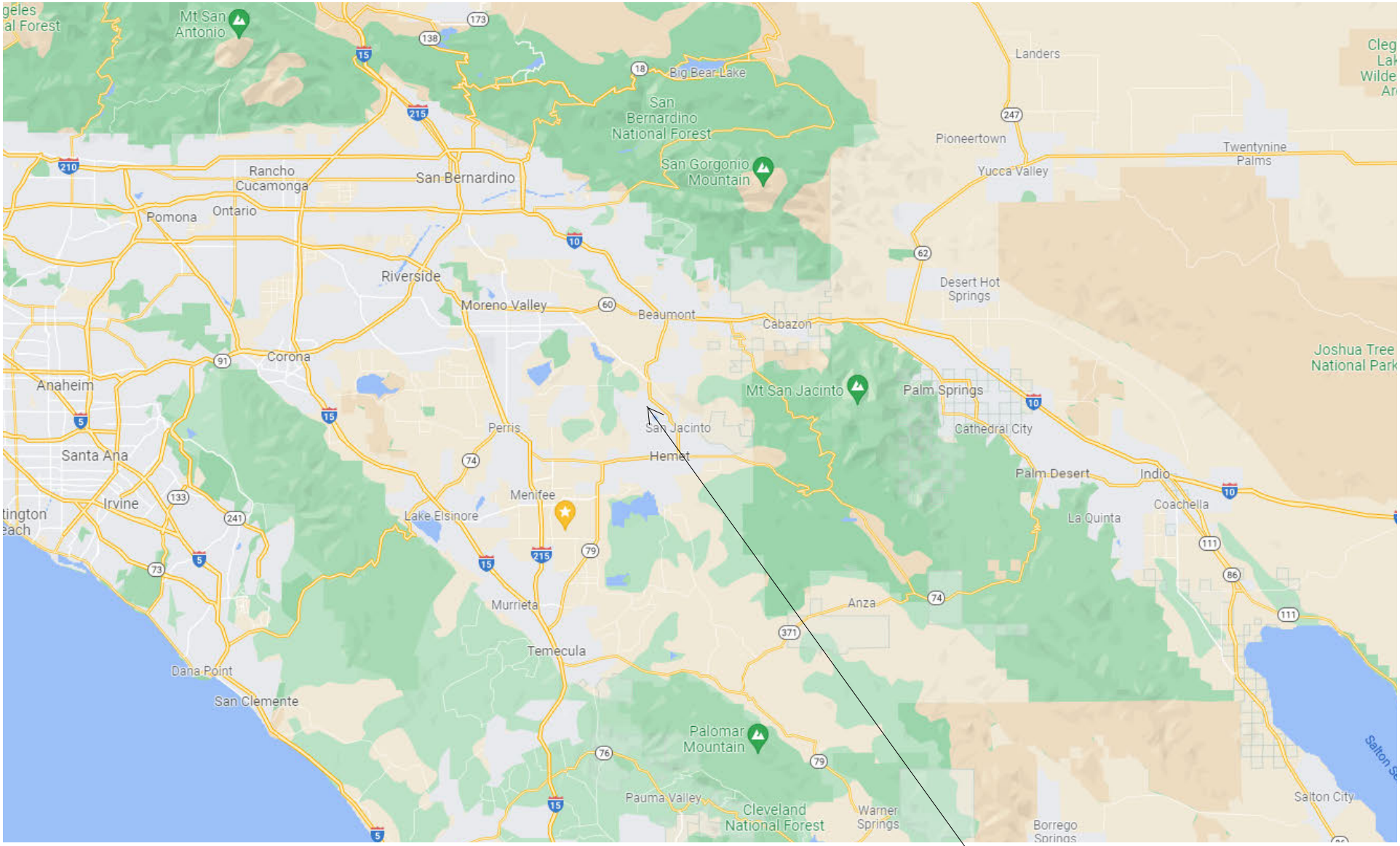
5.A. **Project Applicant/Owners:**
OWNER: SRDP, LLC.
APPLICANT: J.D. Pierce Company
2222 Martin Street, Suite 100
Irvine, CA 92812

5.B. **Engineer/Representative:**
Blaine Womer
41555 State Highway 74, #F
Hemet, CA 92544

6. **General Plan Land Use Designation(s):** MDR (Medium Density Residential, 5.1 to 10 dwelling units per acre). Reference **Figure 3, *Existing General Plan Land Use Designations***.

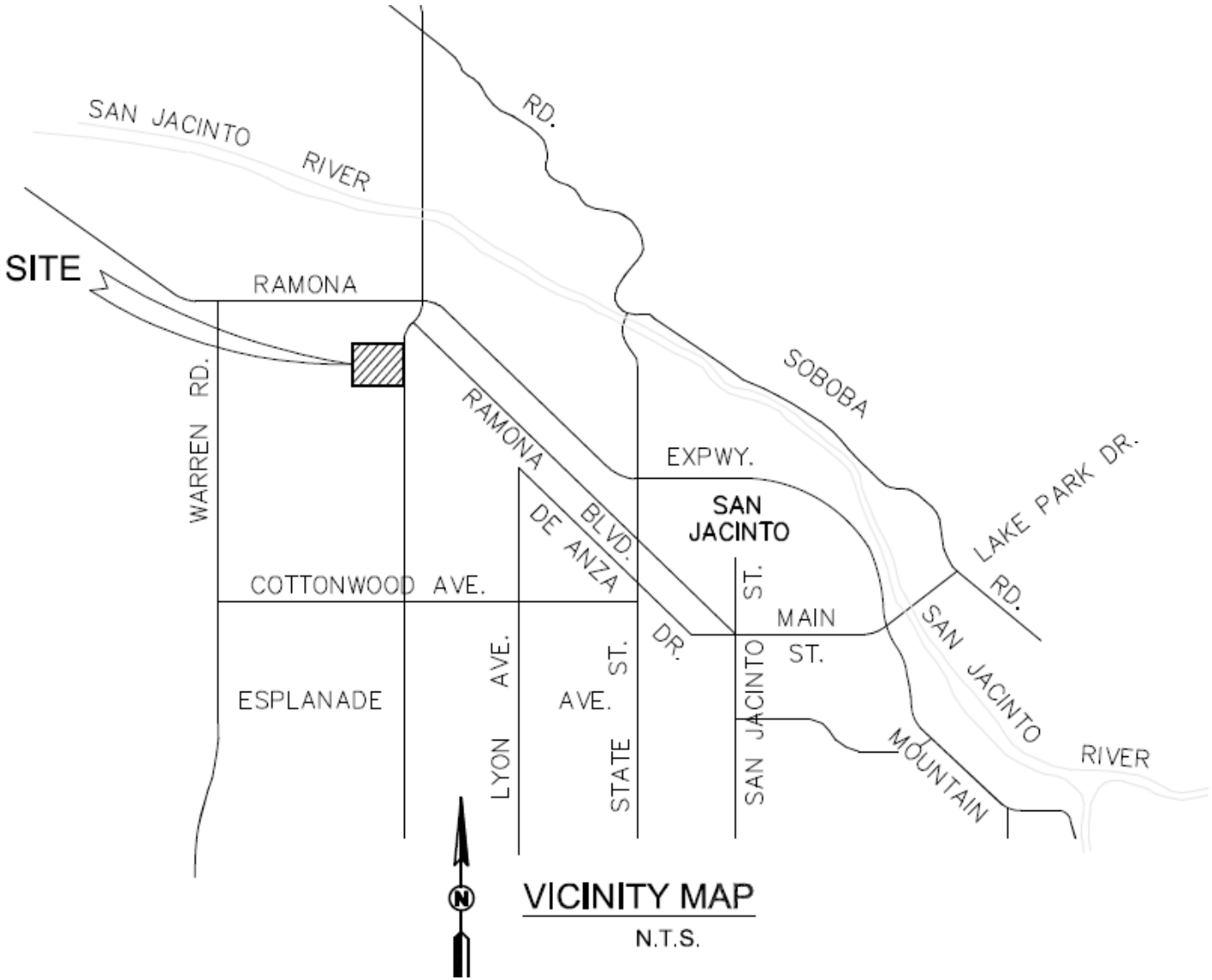
7. **Zoning District(s):** RM (Residential, Medium Density) Zone. Reference **Figure 4, *Existing Zoning Classifications***. This zone allows a density ranging from 5.1 to 10.0 dwelling units per net acre.

FIGURE 1
REGIONAL LOCATION MAP



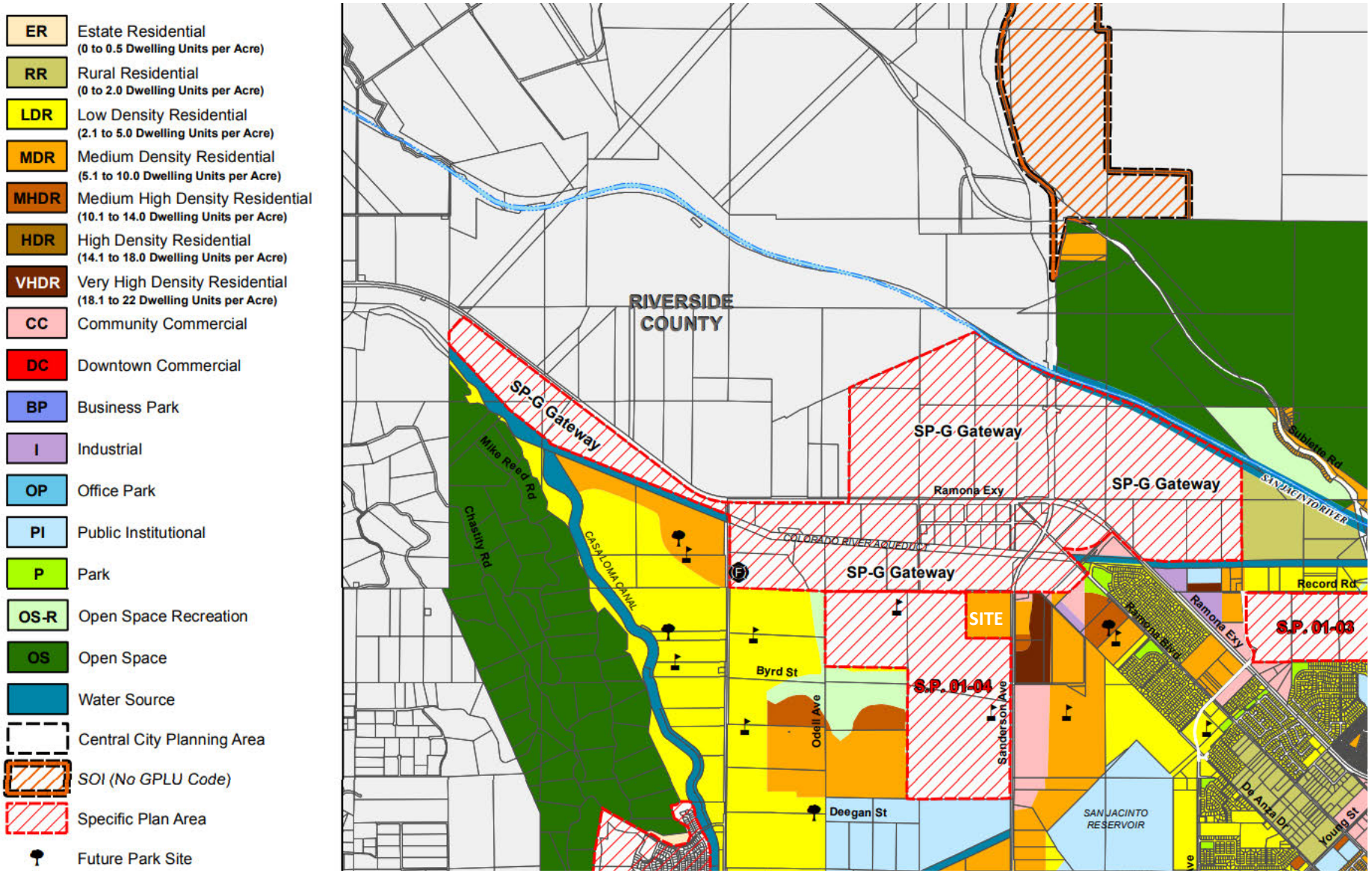
Source: Map My County – https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

FIGURE 2
VICINITY MAP



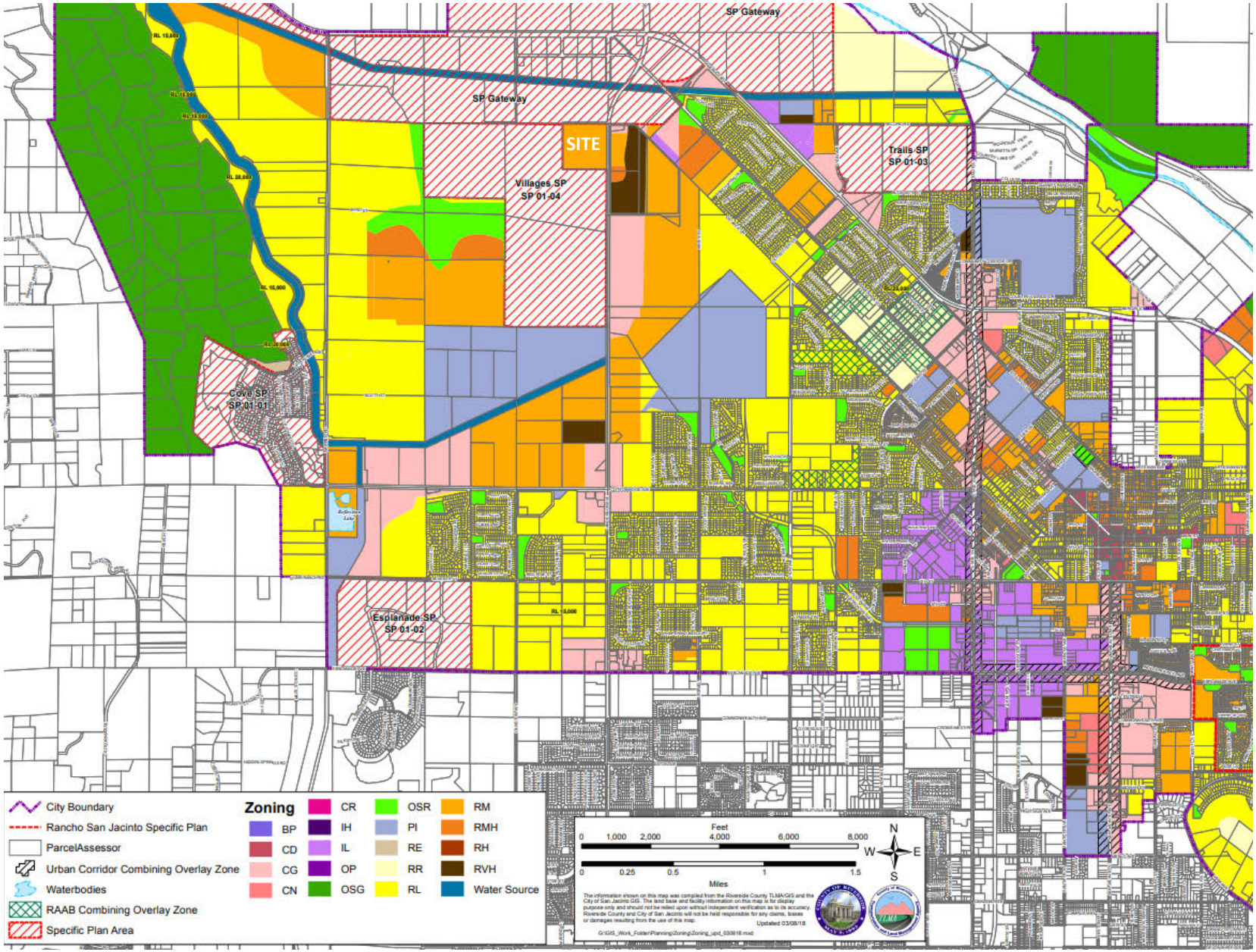
Source: Project Plans – (Appendix J)

FIGURE 3
EXISTING GENERAL PLAN LAND USE



Source: City of San Jacinto General Plan Land Use Map - http://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/Community%20Development/Planning/General%20Plan/SJ_GeneralPlan_LU_Policy_upd_030818.pdf

FIGURE 4
EXISTING ZONING DESIGNATION



Source: City of San Jacinto Zoning Map - http://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/Planning/Zoning_upd_030818%20-%20Copy.pdf

8. Project Description:

Overview

The proposed Project (TTM 38107) consists of a single-family residential of an approximate 38.15-acre site, and includes the following:

- 215 single-family residential lots;
- Four (4) lettered open space lots; and
- 12 internal streets: Streets "A" through "L"

Reference **Figure 5, *Tentative Tract Map No. 38107***.

The site is currently designated as MDR (Medium Density Residential) on the City of San Jacinto (City) General Plan Land Use Map, and has a zoning classification as RM (Residential, Medium Density). These designations allow 5.1 to 10 units per acre. It should be noted TTM 38107 proposes 215 units on 38.15 acres or 5.6 units/per acre which is at the lower end of the housing density allowed by the land use designations on the site. The project site is currently vacant. The proposed Project land use is permitted in the RM zone and does not require a zone change or General Plan (GP) amendment.

Architecture

Five (5) architectural styles are proposed, as shown in the Project Plans (**Appendix J**).

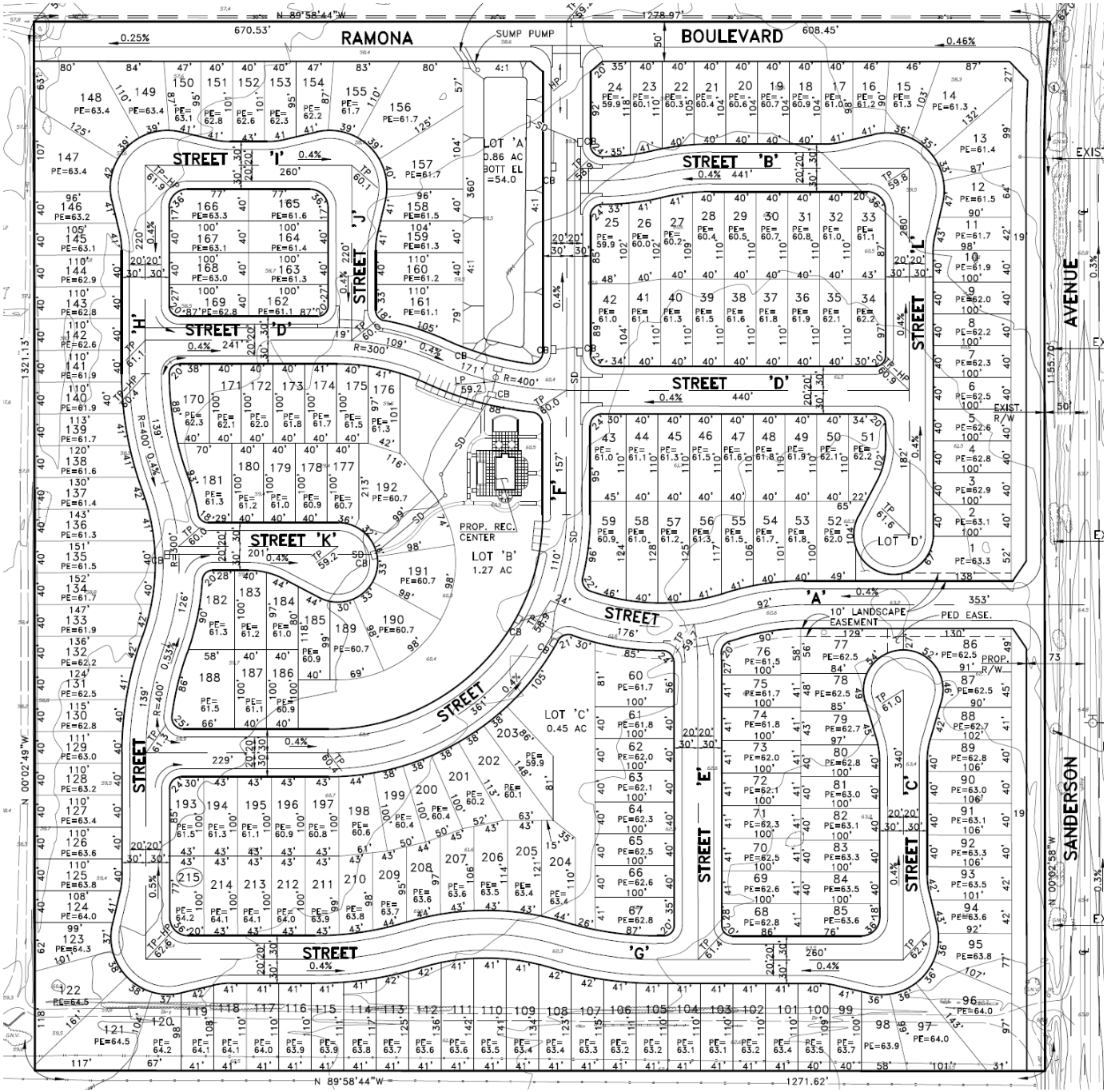
- Cottage
- Spanish Colonial
- French Country
- Craftsman; and
- Prairie

All residential structures will be two (2) stories in height with a maximum height of 35'". Four (4) plans, with three (3) elevations are proposed to allow for variety in the streetscene.

Circulation

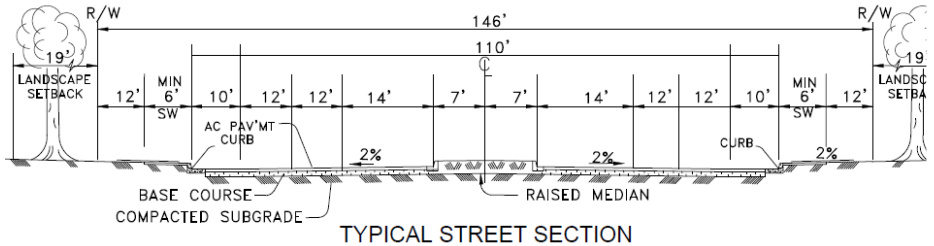
The proposed project will take access off Sanderson Avenue, located on the east side of the project site, onto "A" Street; and off Ramona Boulevard, located on the north side of the Project site, onto "F" Street. The Project will construct roadway improvements as required by the City. Typical Street Sections are provided on **Figure 6, *Street Sections***.

FIGURE 5
TENTATIVE TRACT MAP NO. 38107

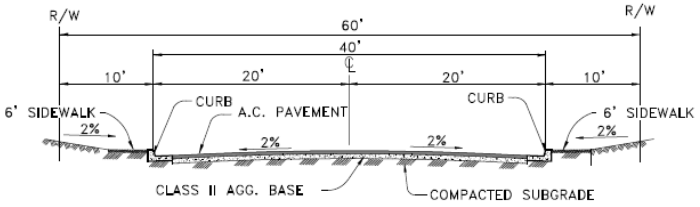


Source: Project Plans – (Appendix J)

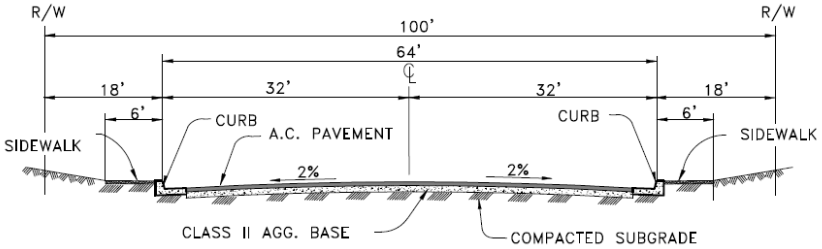
FIGURE 6
STREET SECTIONS



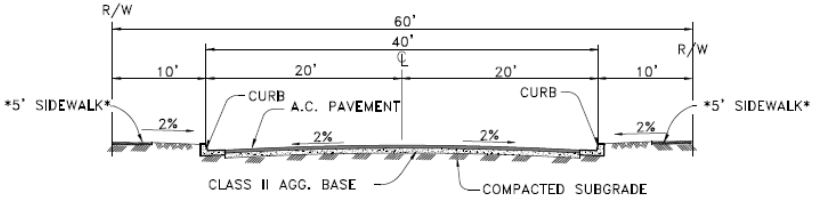
TYPICAL STREET SECTION
SANDERSON AVENUE
URBAN ARTERIAL
NTS



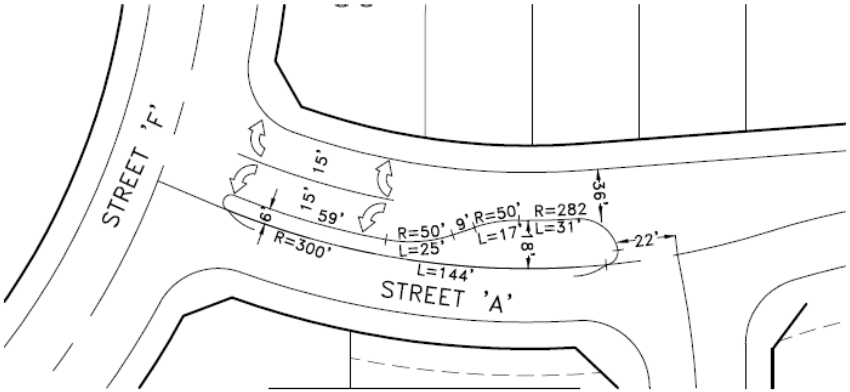
TYPICAL STREET SECTION
STREETS 'A' & 'F'
*PARKWAY SIDEWALK TO BE USED WHERE LOTS FRONT
NTS



TYPICAL STREET SECTION
RAMONA BOULEVARD
SECONDARY
NTS



TYPICAL STREET SECTION
SIDEWALK TO BE CURB ADJACENT ON SIDEYARDS
STREETS 'B' - 'E', 'G' - 'L'
NTS



INTERSECTION DETAIL
STREETS 'A' & 'F'
NTS

Source: Project Plans – (Appendix J)

Landscaping

The Landscape Plan for TTM 38107 is shown on **Figure 7a, *Conceptual Landscape Plan***. Street trees are proposed on all streets discussed above in Circulation. Lot "A" will be a landscaped basin for water quality purposes. Lots "B", "C", and "D" will be landscaped lots. A recreation area is proposed within Lot "B" and will be centrally located within the Project. **Figure 7b, *Conceptual Recreation Area Plan***. Amenities include a pool, hardscape, tot lot, shade areas, seating areas, bbq's, spa, water splash areas, as well as a pool equipment room, bathrooms and showers.

Drainage / Hydrology / Water Quality

The proposed Project will install new storm water treatment facilities, including Lot "A", which will be used for water quality mitigation and storm water runoff mitigation. All site drainage is anticipated to run into this facility. Structural and occupancy source measures will consist of the following low impact design (LID) practices:

- Conservation design;
- Runoff conveyance;
- Roof downspout connections;
- Efficient/low impact landscaping;
- Non stormwater discharges;
- Street trees and parkway; and,
- Landscape and irrigation system.

All of these facilities will be required to meet City requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount. Reference Section 10, Hydrology and Water Quality of this Initial Study for a more detailed discussion.

Water and Sewer Facilities

The proposed Project will tie into an existing Eastern Municipal Water District (EMWD) 12-inch water line located along the east side of Sanderson Avenue. The EMWD's "Will Serve" letter states the EMWD is willing to provide water service to the Project subject to its design requirements, permitting process, and fees.

Wastewater treatment will be also handled by the City of San Jacinto under contract to EMWD. An existing 30-inch sewer line is located along the north side of Ramona Boulevard, and the Project will tie into this line. The City's "Will Serve" letter states the City can provide adequate service to the Project.

Grading

Rough grading for the Project will involve approximately 12,000 cubic yards (CY) of cut and 135,000 CY of fill. When graded, the Project will range in elevation from a high of 1,464 feet at the southeast corner of the site down to a low elevation of 1,462 feet to the northwest corner of the site side of Project site. The average cut depth is proposed to be four (4) feet in order to facilitate the development of the Project.

FIGURE 7A
CONCEPTUAL LANDSCAPE PLAN

LANDSCAPE AREA SUMMARY

RECREATION AREAS		
LOT A:	Basin 17,527 sf	.41 Acres
LOT B:	43,814 sf	1.03 Acres
LOT C:	19,540 sf	.46 Acres
	Total:	1.9 Acres
LANDSCAPE AREAS		
RAMONA EXPRESSWAY:		
	14,265 sf	.33 Acres
SANDERSON AVENUE:		
	18,435 sf	.43 Acres
	Total	.76 Acers
IN-TRACT LANDSCAPE AREAS		12,729 sf
LOT A:	Slope Area	19,516 sf
LOT D:		1,200 sf
STREET A:		6,500 sf
	Total:	.94 Acres

STREET TREES

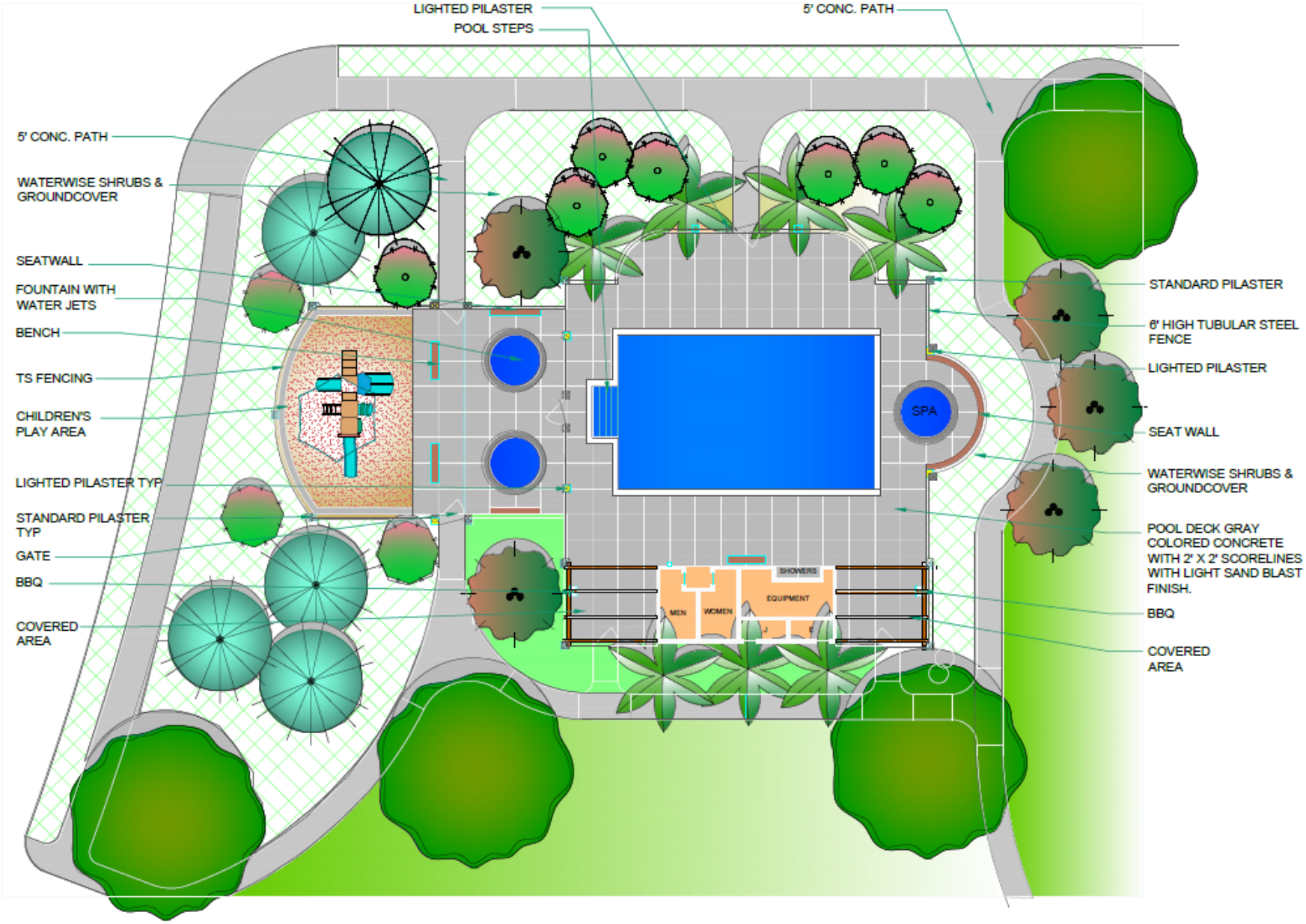
- Brachychiton populneus / Bottle Tree 20' - 30' oc
- Pistacia chinensis / Chinese Pistachio 25' - 35' oc
- Lophostemon confertus / Brisbane Box 20' - 30' oc
- Pyrus calleryana 'Aristocrat' / Aristocrat Pear 20' oc
- Pinus pinea / Stone Pine 30' - 40' oc
- Quercus suber / Cork Oak 30' - 40' oc
- Prosopis chilensis / Chilean Mesquite 25' - 35' oc
- Platanus acerfolia 'Bloodgood' / Sycamore 35' - 50' oc
- Podicarpus gracilior / Yew Pine 30' to 40' oc
- Arbutus 'Marina' / Marina Strawberry Tree 25' oc
- Chionathus retusus / Chinese Fringe Tree 25' oc
- Quercus agrifolia / Coast Live Oak 40' oc
- Prunus lyonii / Catalina Cherry 25' oc
- Pistacia chinensis / Chinese Pistache 35' - 45' oc
- Pinus eldarica / Eldarica Pine 25' - 35' oc
- Water Wise Shrubs

REC AREA TREES

- Syagrus romanzoffiona / Queen Palm 15' oc
- Arbutus 'Marina' / Marina Strawberry Tree 15' oc
- Rhapholipsis indica 'Majestic Beauty' / Hawthorne 10' oc
- Podocarpus henkelii / Log-leafed Yellowwood 25' oc
- Quercus agrifolia / Coast Live Oak 35' - 50' oc
- Vitex agnus-castus / Chaste Tree 20' - 25' oc

Source: Project Plans – (Appendix J)

FIGURE 7B
CONCEPTUAL RECREATION AREA PLAN



Source: Project Plans – (Appendix J)

9. Public Services, Utilities and Service Systems

All utilities and public services are currently available on, or adjacent to, the proposed Project site. Utility and Service System providers are as follows:

Electricity:	Southern California Edison
Water:	Eastern Municipal Water District
Sewer:	City of San Jacinto (under contract to Eastern Municipal Water District)
Cable:	Verizon/Spectrum
Gas:	Southern California Gas
Telephone:	Frontier
School:	San Jacinto Unified School District
Police:	City of San Jacinto Police Department
Fire:	City of San Jacinto Riverside County Fire

10. Surrounding Land Uses & Environmental Setting

The Project site is located in the City of San Jacinto, County of Riverside (County), California. Reference **Figure 1, *Regional Location Map***, and **Figure 2, *Vicinity Map***.

The Project site consists of a generally flat topography with an elevation range of approximately 1,460 feet and 1,464 feet AMSL. Vacant land borders the site to the north, south, east, and west, with one residential unit occupying the northeast boundary of the site. The site is heavily disturbed and continues to be used for agriculture use. The site consists predominantly of perennial ryegrass (*Lolium perenne*) which covers most of the property.

Land uses surrounding the site include both vacant and developed land zoned for residential, commercial, business, and employment uses, per SP-G Gateway, as well as lands to the east designated MHDR and VHDR. Reference **Figure 3, *General Plan Land Designations*** and **Figure 4, *Zoning Classifications*,** and **Figure 8, *Aerial Photo***.

FIGURE 8
AERIAL PHOTO

Source: Map My County – https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

11. Required City of San Jacinto approvals, and other public agencies whose approval is required.

Required approvals from the City of San Jacinto include, but are not limited to:

- Entitlements
- Statewide General Construction Permit
- Grading Permit
- Encroachment Permit
- Building Permits

Other public agencies whose approval may be required:

- South Coast Air Quality Management District
- Eastern Municipal Water District
- Metropolitan Water District
- San Jacinto Unified School District
- Valley Wide Parks and Recreation
- Riverside County Transportation Department
- Department of Environmental Health
- Regional Water Quality Control Board, Santa Ana Region
- Caltrans

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less Than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
☐ 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, described in this document, have been made 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.
A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED
☐ I find that although the proposed project could have a significant effect on the environment, **NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED** because (a) all potentially significant effects of the proposed project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the proposed project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the proposed project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the proposed project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.
☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.
☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.
☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and **a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature Date

Kevin White, Planning Manager

Printed Name

V. EVALUATION OF ENVIRONMENTAL IMPACTS

1. AESTHETICS.

Source(s): Public Resources Code Section 21099; Google Maps; **Figure 1, *Regional Location Map***; **Figure 2, *Vicinity Map***; **Figure 3, *Existing General Plan Land Use Designations***; **Figure 4, *Existing Zoning Classifications***; **Figure 8, *Aerial Photo***, all provided in Section I. of this Initial Study; *Phase I Cultural Resource Assessment for the Tentative Tract Map Number 38107 Project, City of San Jacinto, Riverside County,* prepared by Applied Earthworks, 9-2021 (**Appendix C**); *Paleontological Technological Memorandum for the Tentative Tract Map 30943 Project, City of San Jacinto, Riverside County, California,* prepared by Applied Earthworks, 7-2-2021 (**Appendix H**); and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?				**X**

No Impact

Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (e.g., development on a scenic hillside).

Views within the City of San Jacinto include the hills of the Badlands, and the Gillman Springs hills. The proposed Project is located south of Ramona Expressway and west of North Sanderson Avenue in the northwest portion of the City. The Project site is currently undeveloped.

Upon Project completion, the proposed Project will consist of the following:

- 215 single-family residential lots;
- Four (4) lettered open space lots; and
- 12 internal streets: Streets “A” through “L”

The Project will also include associated street, utility, and landscaping improvements.

The Project is located within a suburbanizing area comprised of commercial, industrial, vacant land uses, and surface street features. This Project site is not considered to be within or to comprise a portion of a scenic vista. The proposed Project will comply with the development standards for building height and setback requirements as indicated in the RM zone. Development of the Project site will have no effect on a scenic vista. The proposed Project will not result in any impacts to a view of a scenic vista.

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X

No Impact

The State Scenic Highway System is a list of highways, mainly state highways that have been designated by the California Department of Transportation (Caltrans) as scenic highways. The California State Legislature, primarily through Section 263 of the Streets and Highways Code, makes highways eligible for designation as a scenic highway. The Riverside County San Jacinto Area plan shows the Ramona Expressway as a County Eligible Scenic Highway. However, the City General Plan does not identify or designate any potential or existing scenic routes in the City. The Project is located approximately 0.4 miles south of the Ramona Expressway.

There are no trees or rock outcroppings resources on the Project site. There are no historic buildings, per the California Office of Historic Preservation (OHP) on the Project site.

Therefore, no impacts to scenic resources within view from a state scenic highway will occur.

Except as provided in Public Resources Code Section 21099, would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

Less Than Significant Impact

Public Resources Code Section 21099 pertains to "Modernization of Transportation Analysis for Transit-Oriented Infill Projects." The Project does not meet any of the criteria of a transit-oriented development. Therefore, the provisions of Public Resources Code Section 21099 are not applicable.

Land uses surrounding the site include undeveloped land. Reference **Figure 8, *Aerial Photo***, provided in Section I. of this Initial Study.

Construction of the Project will result in short-term impacts to the existing visual character and quality of the area. Construction activities will require the use of equipment and storage of materials within the Project site. Construction activities are temporary and will not result in any permanent visual impact.

The Project will change the visual character of the Project site by adding structures and landscaping. Upon Project completion, the proposed Project will consist of the following:

- 215 single-family residential lots;
- Four (4) lettered open space lots; and
- 12 internal streets: Streets "A" through "L"

The Project will also include associated street, utility, and landscaping improvements.

All buildings will be consistent with City of San Jacinto design and building height requirements and limitations as contained in the San Jacinto development code and the San Jacinto General Plan. The proposed Project will change the visual character of the Project site by adding structures and landscaping; however, the development will blend with the characteristics of the adjacent development (existing and proposed). The proposed Project does not include construction of high-rise facilities that would significantly impede potential scenic viewpoints. Therefore, the Project will have less than significant impacts on the visual character of the site and its surroundings and will not conflict with applicable zoning and other regulations governing scenic quality. Therefore, no mitigation is required.

Except as provided in Public Resources Code Section 21099, would the Project?	**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?			**X**	

Less Than Significant Impact

Construction

Currently, there are no light sources at the Project site. There are exiting light sources from vehicles traveling on local, adjacent roadways. There are no existing or proposed residences in immediate proximity of the Project site.

New lighting sources will be created from additional sources of light and glare associated with construction activities. These additional artificial light sources are typically associated with security lighting since all exterior construction activities are limited to daylight hours in the City. Workers either arriving to the site before dawn, or leaving the site after dusk, will generate additional construction light sources. These impacts will be temporary, of short-duration, and will cease when Project construction is completed. For these reasons, and because there are limited numbers of construction workers, these impacts are considered less than significant. And no mitigation is required

Operations

Excessive or inappropriately directed lighting can adversely impact nighttime views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare). Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). There are lighting sources adjacent to this site, including vehicle headlights and streetlights. The

proposed Project will include outdoor lighting associated with operation of the proposed residential and recreational facilities. By design (per the Municipal Code), lighting associated with the Project would not be directed towards any of the surrounding uses.

Once constructed, the proposed Project will comply with the City of San Jacinto Municipal Code for design guidelines for lighting. Lighting specifications will be prepared and will be designed to show minimum glare/impact to nearby uses from the Project site. This is a standard condition and is not considered unique mitigation under CEQA. The Project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Any impacts will be less than significant. And no mitigation is required.

Mitigation Measures

No mitigation measures are required.

2. AGRICULTURE AND FORESTRY 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.

Source(s): *Resource Management Element, San Jacinto General Plan, May 2006*, (*RME-SJGP*); *Land Use Element, San Jacinto General Plan, October 2012*, (*LUE-SJGP*); Google Maps; **Figure 3, *Existing General Plan Land Use Designations*** (provided in the Project Description section of this Initial Study).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			**X**	

Less Than Significant Impact

The California Department of Conservation established the Farming Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program that provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. The FMMP maps are updated every two years using aerial photographs, a computer mapping system, public review, and field reconnaissance. The program rates agricultural lands according to physical characteristics and other factors such as irrigation status. The best quality land is classified as Prime Farmland. Additional classifications include Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. For purposes of determining a project's significance under CEQA, only Prime Farmland, Unique Farmland, and Farmland of Statewide Importance categories are used to determine impacts.

According to the *RME-SJGP* Figure RM-6, Important Farmland, based on the FMMP, the project site is classified as approximately 60% Farmland of Statewide Importance, 35% Unique Farmland and 5% Prime Farmland.

According to Figure LU-1, General Plan Land Use Policy Map (p. LU-20), the project site has a land use designation of MDR (Medium Density Residential, 5.1 to 10 dwelling units per acre). Per Table LU-2, Land Use Classification System of the Land Use Element:

> "**MEDIUM DENSITY RESIDENTIAL (MDR).** Allows up to 10 dwelling units per acre for the development of single family attached and detached units, duplexes, triplexes, fourplexes, townhouses, condominiums, as well as mobilehome parks."

According to the Zoning Map, the project site is designated RM (Residential, Medium Zone). Per Chapter 17.215.010.D – Purposes of Residential Zones, of the Zoning Code:

> "**RM (Residential, Medium Density) Zone**. The RM zone is applied to areas appropriate for neighborhoods with a variety of housing types located in proximity to parks, schools, and public services. The housing types range from attached and detached single-family residential dwelling units, duplexes, triplexes, fourplexes, condominiums, townhomes, mobile home parks, recreational vehicle parks, as well as accessory structures and uses. The RM zone may also allow limited neighborhood serving commercial uses on small appropriately located individual parcels or in small pedestrian-oriented neighborhood centers, public facilities, and other uses that are compatible with medium density neighborhoods. This zone allows a density ranging from 5.1 to 10.0 dwelling units per net acre. The RM zone is consistent with the Medium Density Residential (MDR) land use designation of the General Plan."

Development of the Project site will convert prime, unique, and farmland of statewide importance to a non-agricultural use. Due to the property being zoned and identified in the General Plan for residential use, the conversion of "prime farmland, unique farmland, or farmland of statewide importance" to non-agricultural use has already been evaluated in the City of San Jacinto's General Plan EIR. Through adoption of the General Plan, the City has determined that the project site will be developed with residential housing, consistent with the densities provided on the project. Based on this information, the loss of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) has already been addressed in the General Plan EIR so project-level impacts are considered to be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**

No Impact

The Williamson Act was enacted in 1965 with the principal purpose of preserving agricultural and open space lands by discouraging "premature and unnecessary" conversion to urban uses. As of 2007, nearly 16.9 million acres of land statewide were protected under Williamson Act provisions.

The principal component of the Williamson Act is a process that allows private landowners to voluntarily contract with cities and counties to restrict land to agricultural and open-space uses. Landowners entering into such an arrangement agree to a 10-year contract that is automatically renewed unless either the contracting jurisdiction or the landowner chooses to opt-out at the end of the term. In return for restricting uses on their property, landowners are assessed at a significantly lower property tax rate than might be the case if their property were assessed at potential market value. This arrangement is especially important to agricultural landowners with properties adjacent to rapidly expanding urban areas. In these cases, properties under the Williamson Act contract can be taxed at rates ranging from 20 to 75 percent below potential market value assessments. Contracting jurisdictions receive partial reimbursement for reduced property tax revenue from the State via the Open Space Subvention Act program, which is financed from California's General Fund.

A Williamson Act contract on a property obligates the property owner to a variety of restrictions. The minimum contract is 10 years and remains enforceable even if the property changes ownership. Landowners may opt-out of their contract without penalty only at the end of the term. If the contract is not renewed at the end of the term, the property's assessment value reverts to its potential market value. Should the landowner desire to cancel the contract prior to the end of the term, the contracting jurisdiction must make specific findings that are supported by substantial evidence. The opportunity to alter the use of the subject property is not adequate evidence to support cancellation or are assertions of unsatisfactory economic return should the property retain its agricultural designation. Should the cancellation be approved, the landowner must pay a cancellation fee equal to 12.5 percent of the current fair market value of the property. Landowners can be found in breach of contract if they do not comply with the terms of the agreement. Legislation passed in 2004 disallowed the construction of certain residential, commercial, and industrial structures not related to agricultural operations on contract properties. The law allows jurisdictions to impose penalties on nonconforming properties of up to 25 percent of fair market value.

According to Figure RM-4, Agricultural Resources of the *RME-SJGP*, the project site is classified as "Field Croplands" and is not located within and identified "Agricultural Preserve."

Therefore, the Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impacts will occur.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined in Government Code section 51104(g))?				**X**

No Impact

Public Resources Code Section 12220(g) identifies forest land as *land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.* The Project site and surrounding properties are not currently being defined, managed, or used as forest land as identified in Public Resources Code Section 12220(g). No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in the loss of forest land or conversion of forest land to non-forest use?				**X**

No Impact

As discussed under Threshold 2.c above, there is no forest land on the Project site. Therefore, there will be no loss of forest land or conversion of forest land to non-forest use as a result of the Project. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				**X**

No Impact

The current General Plan Land Use designation on the Project site is Specific Plan (SP 260). The existing zoning on the site is SP Zone (SP) - Planning Area 21 – Freeway Commercial. There are no agricultural uses adjacent to the Project site. As shown on **Figure 3, *Existing General Plan Land Use Designations*** (provided in Section I of this Initial Study), there are no agriculturally designated properties in proximity of the Project site.

There are no other changes in the existing environment, which, due to their location or nature, could result in conversion of *forest land to non-forest use* (other than those discussed in Thresholds 2.a and 2.b). No impacts will occur.

Mitigation Measures

No mitigation measures are required.

3. 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.

Source(s): *TTM381087 Air Quality and Greenhouse Gas Impact Study City of San Jacinto,* prepared by MD Acoustics, 9-23-2022 (*AQ/GHG Study*, **Appendix A**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	

Less Than Significant Impact

CEQA)requires a discussion of any inconsistencies between aproposed project and applicable General Plans and Regional Plans (CEQA Guidelines Section 15125). The regional plan that applies to the proposed project includes the South Coast Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP).

The purpose of this discussion is to set forth the issues regarding consistency with the assumptions andobjectives of the AQMP and discuss whether the proposed project would interfere with the region's ability to comply with Federal and State air quality standards. If the decision-makers determine that the proposed project is inconsistent, the lead agency may consider project modifications or inclusion of mitigation to eliminate the inconsistency.

The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land usezoning 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 should be considered to be 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 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

Criterion 1 - Increase in the Frequency or Severity of Violations

Based on the air quality modeling analysis contained in the *AQ/GHG Study*, short-term construction impacts from the proposed project will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The *AQ/GHG Study* also found that, long-term operations impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of

significance. Therefore, the proposed 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 proposed project are based on the same forecasts as the AQMP. The 2016-2040 Regional Transportation/Sustainable Communities Strategy, prepared by Southern California Association of Governments (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 staterequirements 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 County of Riverside and City of San Jacinto Land Use Plans define the assumptions that are represented in the AQMP.

The proposed project has a current land use classification of Medium Density Residential (5.1 to 10.0 Dwelling Units per Acre) according to the City of San Jacinto Land Use Policy Plan. The proposed project is to develop the approximately 38.15-acre site with 215 single-family residential lots at approximately 5.6 dwelling units per acre. Therefore, the proposed project would not result in an inconsistency with the land use designation in either the City's General Plan or zoning ordinance. Therefore, the proposed project is not anticipated to exceed the AQMP assumptions for the project site and is found to be consistent with theAQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP, and a less than significant impact will occur.

As demonstrated in the following discussion in Threshold 3.b, the Project will comply with the applicable thresholds of significance for NO_x, as well as the other criteria pollutants. The Project is consistent with the SCAQMD AQMP. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			**X**	

Less Than Significant Impact

Construction

Typical emission rates from construction activities were obtained from CalEEMod Version 2020.4.0. CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 computer program to calculate the emission rates specific forthe southwestern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and

presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions.

The analysis assesses the emissions associated with the construction of the proposed project. According to the *AQ/GHG Study,* the proposed project will be operational in 2023; with construction anticipated to begin in mid-2022 and lasting approximately two years. To be conservative, construction was estimated to begin late 2022 and be completed by approximately late 2023 taking up to 18 months to complete. This construction schedule, as analyzed in the *AQ/GHG Study*, represents a "worst-case" analysis scenario should construction occur any time after the respective dates, since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. The phases of the construction activities which have been analyzed below are: 1) grading, 2) building, 3) paving, and 4) architectural coating. The grading phase is anticipated to have approximately 135,000 (net) cubic yards of import.

The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 38.15 acres) and the fact that the project won't export more than 5,000 cubic yards of material a day of Fugitive Dust Control Plan or Large Operation Notification would not be required.

SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures is used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

The CalEEMod default construction equipment list is based on survey data and the size of the site. The parameters used to estimate construction emissions, such as the worker and vendor trips and trip lengths, utilize the CalEEMod defaults. The construction equipment list is shown in **Table 3-1, *Construction Equipment Assumptions***.

Table 3-1
Construction Equipment Assumptions[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1.0	2.0
	Tractors/Loaders/Backhoes	2	0.5	1.0
Total Per Phase				4.0

[1.] Source: South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-%20source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during site preparation and grading. CalEEMod estimates the worst-case fugitive dust impacts will occur during the site preparation phase. The maximum daily disturbance footprint would be 3.5 acres per 8-hour day with all equipment in use.

As shown in **Table 3-1**, the maximum number of acres disturbed in a day would be 4 acres during grading.

Air Quality Regional Significance Thresholds

The SCAQMD has established air quality emissions thresholds for criteria air pollutants for the purposes of determining whether a project may have a significant effect on the environment per Section 15002(g) of the Guidelines for implementing CEQA. By complying with the thresholds of significance, the Project would be in compliance with the SCAQMD Air Quality Management Plan (AQMP) and the federal and state air quality standards.

Table 3-2, *SCAQMD Regional Significance Thresholds*, lists the air quality significance thresholds for the six criteria air pollutants analyzed in this report. Lead is not included as part of this analysis as the project is not expected to emit lead in any significant measurable quantity.

Table 3-2
SCAQMD Regional Significance Thresholds

Pollutant	Construction (lbs./day)	Operation (lbs./day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

Regional Construction Emissions

Regional air quality emissions include both on-site and off-site emissions associated with construction of the Project. Regional daily emissions of criteria pollutants are compared to the SCAQMD regional thresholds of significance.

As shown in **Table 3-3, *Regional Significance - Construction Emissions (pounds/day)***, regional daily emissions of criteria pollutants are expected to be below the allowable SCAQMD thresholds of significance. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction. The Project's short-term construction impact to regional air resources is less than significant and no mitigation is required.

Table 3-3
Regional Significance - Construction Emissions (pounds/day)[1]

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO2	PM_{10}	$PM_{2.5}$
Grading						
On-Site[2]	3.62	38.84	29.04	0.06	5.22	2.93
Off-Site[3]	0.75	30.36	7.21	0.13	4.50	1.46
Total	**4.38**	**69.21**	**36.25**	**0.19**	**9.81**	**4.39**
Building Construction						
On-Site[2]	2.62	24.73	24.81	0.04	1.26	1.18
Off-Site[3]	1.41	5.90	14.03	0.05	4.28	1.21
Total	**4.03**	**30.63**	**38.84**	**0.10**	**5.54**	**2.40**
Paving						
On-Site[2]	1.49	10.19	14.58	0.02	0.51	0.47
Off-Site[3]	0.05	0.04	0.55	0.00	0.17	0.05
Total	**1.54**	**10.23**	**15.13**	**0.02**	**0.68**	**0.51**
Architectural Coating						
On-Site[2]	46.22	1.30	1.81	0.00	0.07	0.07
Off-Site[3]	0.23	0.15	2.27	0.01	0.70	0.19
Total	**46.44**	**1.45**	**4.09**	**0.01**	**0.77**	**0.26**
Total of overlapping phases[4]	**52.01**	**42.30**	**58.06**	**0.13**	**6.98**	**3.17**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

[1] Source: CalEEMod Version 2020.4.0
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings and paving phases may overlap.

Regional Operational Emissions

Operational activities associated with the proposed Project will result in emissions of VOC, NO_x, CO, SO_x, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Mobile Source Emissions;
- Area Source Emissions; and
- Energy Source Emissions.

Mobile source emissions are from motor vehicles and are the largest single long-term source of air pollutants from the operation of the Project. Emissions are also generated from *area sources* such as the consumption of natural gas for heating, hearths, landscaping equipment, consumer product usage, and architectural coatings (painting). *Energy source emissions* typically occur off-site at a power plant and are considered an indirect source of emissions. Energy source emissions are mainly used for estimating GHG's.

Long-term operational air pollutant impacts from the Project are shown in **Table 3-4, *Regional Significance - Unmitigated Operational Emissions (lbs/day)***. Project operations are not expected to exceed the allowable daily emissions thresholds for criteria pollutants at the regional level. Therefore, the Project would not conflict with the current air quality plan nor violate the established air quality standards, either directly or cumulatively. The Project related long-term air quality impacts would be less than significant and no mitigation Is required

Table 3-4
Regional Significance - Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM_{10}	$PM_{2.5}$
Area Sources[2]	9.46	3.35	19.03	0.02	0.35	0.35
Energy Usage[3]	0.18	1.54	0.65	0.01	0.12	0.12
Mobile Sources[4]	6.60	9.32	65.16	0.15	14.77	4.02
Total Emissions	**16.23**	**14.21**	**84.84**	**0.18**	**15.24**	**4.49**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose sensitive receptors to substantial pollutant concentrations?			**X**	

Less Than Significant Impact

Overview

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, the SCAQMD considers a sensitive receptor to be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc.).

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds." CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible foreach piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the project-related air emissions in the project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local

air emission impacts. The LST methodology found that the primary emissions of concern are NO_2, CO, PM_{10}, and $PM_{2.5}$.

The emission thresholds were calculated based on the Hemet-San Jacinto Valley source receptor area (SRA 28) and a disturbance of 2 acres per day, to be conservative, at a distance of 25 meters (82 feet), for construction. The maximum disturbance for the site is four (4) acres per day.

Localized Construction Analysis

Table 3-5, *Localized Significance - Construction*, shows that none of the analyzed criteria pollutants would exceed the localemissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the proposed project.

Table 3-5
Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM_{10}	$PM_{2.5}$
Grading	38.84	29.04	5.31	2.93
Building Construction	24.73	24.81	1.26	1.18
Paving	10.19	14.58	0.51	0.47
Architectural Coating	1.30	1.81	0.07	0.07
Total of overlapping phases	36.22	41.20	1.84	1.73
SCAQMD Threshold for 25 meters (82 feet) or less[2]	**234**	**1,100**	**7**	**4**
Exceeds Threshold?	No	No	No	No

[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres, to be conservative, in Hemet-San Jacinto Valley Receptor Area (SRA 28). Project will disturb a maximum of 4 acres per day (Table 3-1).
[2] The nearest sensitive receptor is the single-family residential use located approximately 100 feet (~30 meters) east of the project site; therefore, to be conservative, the 25 meter threshold has been used.

Localized Operational Analysis

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is a residential project and does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

Construction-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Since regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk

Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non-cancer hazard via non-inhalation routes of exposure.

Given the relatively limited number of heavy-duty construction equipment and construction schedule, the proposed project would not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Localized Operational Emissions

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the Air Basin.

As stated previously, according to SCAQMD LST methodology, LSTs would apply to the operational phase of a project, if the project includes stationary sources, or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site; such as industrial warehouse/transfer facilities. The proposed project is a residential project and does not include such uses. Therefore, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is warranted.

The Project will result in less than significant localized operational emissions impacts and no mitigation is required.

Operations-Related Human Health Impacts

As stated previously, regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project operation are not anticipated and impacts would be less than significant, and no mitigation is required.

Construction Traffic

Construction traffic is evaluated with regards to air quality and greenhouse gas related emissions. Construction traffic is expected to be heaviest during the grading phase. CalEEMod estimates emission levels during all phases of construction related to both on-road and off-road mobile sources. Emission levels associated with on-site and off-site construction traffic will be below the applicable thresholds set forth by the State of California and the SCAQMD. The Project impact is considered less than significant, and no mitigation is required.

Carbon Monoxide

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by aroadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards.

To determine if the proposed project could cause emission levels in excess of the CO standards, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

Project trip generation for the proposed project showed that the project would generate 1,992 average daily trips with 156 trips during the AM peak hour and 209 trips during the PM peak hour. Furthermore, the intersection with the highest traffic volume is located at Sanderson Avenue and Ramona Boulevard and has an Opening Year Plus Project Existing PM peak hourvolume of 1,414 vehicles. The 1992 Federal Attainment Plan for Carbon Monoxide showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per daywould not violate the CO standard. The volume of traffic at project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project. Therefore, impacts would be less than significant, and no mitigation is required.

Health Impacts

The Project is expected to generate less than significant levels of criteria air pollutants both on a regional level (see **Table 3-3** and **Table 3-4** for construction and operation) and local level (see Table 3-5 regarding LST thresholds for construction). In addition, the project must follow all SCAQMD rules and requirements with regards to fugitive dust.

Based on this analysis, the proposed Project will not expose sensitive receptors to substantial pollutant concentrations with regulatory compliance. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?			**X**	

Less Than Significant Impact

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during theconstruction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. 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 of the proposed Project.

The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Considering the low intensity of potential odor emissions and the distance to the nearest sensitive receptors, the Project's operational activities would not result in other emissions (such as those leading to odors) affecting a substantial number of people. No other sources of objectionable odors have been identified for the proposed Project. Any impacts will be less than significant, and no mitigation is required

Mitigation Measures

No mitigation measures are required.

4. BIOLOGICAL RESOURCES.

Source(s): *Western Riverside County Habitat Assessment and MSHCP Consistency Analysis, City of San Jacinto, County of Riverside, California, APN: 432-030-012,* prepared by RCA Associates, Inc., 10-5-2021 (*Habitat Assessment and MSHCP*, **Appendix B**).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		**X**		

Less Than Significant with Mitigation Incorporated

There are several special status wildlife species which have been documented in the region and those species occurring in the Lakeview Quadrangle and the surrounding eight quadrangles. The *Habitat Assessment and MSHCP* utilized a query of the California Natural Diversity Database (CNDDB).

There are twenty-five federal and/or State listed wildlife species which have been documented in the region, including southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), southern California legless lizard (*Anniella stebbinsi*), orange-throated whiptail (*Aspidoscelis hyperythra*), northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*),, San Diego desertwoodrat (*Neotoma lepida intermedia*), Stephen's kangaroo rat (*Dipodomys stephensii*), SanBernardino kangaroo rat (*Dipodomys merriami parvus*), western yellow bat (*Lasiurus xanthinus*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), western spadefoot (*Spea hammondii*), tricolored blackbird (*Agelaius tricolor*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), loggerhead shrike (*Lanius ludovicianus*), yellow warbler (*Setophaga petechia*),Bell's sage sparrow (*Artemisiospiza belli belli*), white-faced ibis (*Plegadis chihi*), ferruginous hawk (*Buteo reagalis*), coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*), California glossy snake (*Arizona elegans occidentalis*), burrowing owl (*Athene cunicularia*), red-diamond rattlesnake (*Crotalus ruber*), San diego black-tailed jackrabbit (*Lepus californicus bennettii*), coastal California gnatcatcher (*Polioptila californica californica*), American badger (*Taxidea taxus*), and least bell's vireo (*Vireo bellii pusillus*). There is one federal and/or State listedinvertebrate occurring in the region which is the crotch bumble bee (*Bombus crotchii*).

There are sixteen federal and/or State listed plants that have been documented in the region including chaparral sand-verbena (*Abronia villosa var. aurita*), Payson's jewelflower (*Caulanthus simulans*), smooth tarplant (*Centromadia pungens ssp. laevis*), San Jacinto Valley crownscale (*Atriplex coronata var. notatior*), Parish's brittescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex sereaba var. davidsonii*), thread-leaved brodiaea (*Brodiaea filifolia*), California screw moss (*Tortula californica*), Jaeger's milk-vetch (*Astragalus pachypus var. jaegeri*), Plummer's mariposa-lily (*Calochortus plummerae*), salt spring checkerbloom (*Sidalcea neomexicana*), mud nama (*Nama stenocarpa*), Parry's spineflower (*Chorizanthe parryi var. parryi*), Coulter's

goldfields (*Lasthenia glabrata ssp. coulteri*), spreading navarretia (*Navarretia fossalis*), and Wright's trichocoronis (*Trichocoronis wrightii var. wrightii*).

The project site dominantly supports non-native species and a few native species. These species include perennial ryegrass (*Lolium perenne*), wall barley (*Hordeum murinum*), wild oat (*Avena fatua*), cheeseweed (*Malva parviflora*), salt heliotrope (*Heliotropium curassavicum*), stinknet (*Oncosiphon pilulifer*), prickly lettuce (*Lactuca serriola*), bulbous canary grass (*Phalaris aquatica*), London rocket (*Sisymbriumirio*), knotgrass (*Polygonum aviculare*), and red brome (*Bromus rubens*).

No trees are located on the project site.

The property contains marginal nesting bird habitat for avian species given the lack of presence oftrees on the heavily disturbed project site or in the immediate zone of influence, and the amount of dominant non-native vegetation occupying the site. Nesting birds are protected under section 3503 of the CDFW code and/or the Migratory Bird Treaty Act (MBTA). A few common bird species were observed within the project area during the surveys included red tailed hawks (*buteo jamaicensis*), lesser goldfinches (*Spinus psaltria*), western meadowlark (*Sturnella neglecta*), mourning dove (*Zenaida macroura*), and house finch (*Haemorhous mexicanus*).

Based on the disturbed conditions of the project site, and the lack of evidence, no focused surveys were deemed necessary for any federal or State listed species or any special status species.

There are no wildlife corridors present on the site and the proposed project will not impede regional wildlife movement or impact any MSHCP-designated corridors or habitat linkages. Therefore, the proposed project is not expected to have any significant impacts in regard to habitat fragmentation and regional wildlife movement. Though there is relatively low potential for nesting birds to utilize the site due to the lack of trees, native vegetation, and high disturbance, any impacts to nesting birds could be potentially significant. Potential impacts to nesting birds can be eliminated, or significantly reduced, if vegetation suitable for nesting birds is removed outside of the nesting birdseason. **Mitigation Measures MM-BIO-1** through **MM-BIO-3** shall be implemented to avoid any potential direct impacts to burrowing owls (BUOW) and nesting birds.

Therefore, the Project will not 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 Wildlife or U.S. Fish and Wildlife Service. Impacts will be reduced to a less than significant level with the incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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 US Fish and Wildlife Service?				**X**

No Impact

Reference the prior discussion in Threshold 4.a.

The site does not support any riparian or riverine habitats. In addition, no depressions or areas where water would pool were observed within the project site which would be classified as vernal pools. Consequently, the site does not support suitable habitat for fairy shrimp. None of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the project site during the June 2021 field investigations, nor were any sensitive plants identified during the field investigations. Furthermore, no areas were observed which may be considered jurisdictional waters.

Therefore, implementation of the Project will not 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 (USFWS) and there would be no impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Reference the prior discussion in Threshold 4.b.

The U.S. Army Corps of Engineers (USACE), under Section 404 of the Federal Clean Water Act (CWA), regulates discharges of dredged or fill material into “waters of the United States.” These waters include wetlands and non-wetland bodies of water that meet specific criteria, including a connection to interstate or foreign 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 it may be indirect (through a connection identified in USACE regulations). The USACE typically regulates as non-wetland waters of the U.S. any body of water displaying an ordinary high water mark. In order to be considered a jurisdictional wetland under Section 404, an area must possess hydrophytic vegetation, hydric soils, and wetland hydrology.

The California Department of Fish and Wildlife (CDFW), under Sections 1600 et seq. of the California Fish and Game Code, regulates alterations to lakes, rivers, and streams. A stream is defined by the presence of a channel bed and banks, and at least an occasional flow of water. The CDFW also regulates habitat associated with the streambed, such as wetland, riparian shrub, and woodlands.

The Regional Water Quality Control Board (RWQCB) is responsible for the administration of Section 401 of the CWA, through water quality certification of any activity that may result in a discharge to jurisdictional waters of the U.S. The RWQCB may also regulate discharges to “waters of the State,” including wetlands, under the California Porter-Cologne Water Quality Control Act.

The site does not support any riparian or riverine habitats. In addition, no depressions or areas where water would pool were observed within the project site which would be classified as vernal

pools. Consequently, the site does not support suitable habitat for fairy shrimp. None of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the project site during the June 2021 field investigations, nor were any sensitive plants identified during the field investigations. Furthermore, no areas were observed which may be considered jurisdictional waters.

Therefore, implementation of the Project will not 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. No impact will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less than Significant with Mitigation Incorporated

Nesting bird species are protected by California Fish and Game Code Sections 3503 and 3503.5 and by the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711), which make it unlawful to take, possess, or needlessly destroy the nest or eggs of any migratory bird or bird of prey.

There are no native resident or migratory fish on the Project site. The Project site does not serve as an established native resident or migratory wildlife corridor, or a native wildlife nursery site. Nesting birds may visit the site, but the potential is low for migratory birds to utilize this site.

Impacts to nesting bird species could be potentially significant and shall be avoided at all times. The period from approximately February 1st to August 31st is the expected breeding season for bird species occurring in the Project area. Under **Mitigation Measure MM-BIO-2**, if Project activity or vegetation removal must be initiated during the breeding season, a qualified biologist should check for nesting birds within three days prior to such activity. If active nests are detected during the pre-construction survey, then a no disturbance buffered distance from the nest, depending on the species/type of bird, shall be established by a qualified biologist. With the implementation of **Mitigation Measure MM-BIO-2**, impacts to nesting birds will be less than significant.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				**X**

No Impact

The project site dominantly supportsnon-native species and a few native species. These species include perennial ryegrass (*Lolium perenne*), wall barley (*Hordeum murinum*), wild oat (*Avena*

fatua), cheeseweed (*Malva parviflora*), salt heliotrope (*Heliotropium curassavicum*), stinknet (*Oncosiphon pilulifer*), prickly lettuce (*Lactuca serriola*), bulbous canary grass (*Phalaris aquatica*), London rocket (*Sisymbriumirio*), knotgrass (*Polygonum aviculare*), and red brome (*Bromus rubens*). No trees were located on the project site. Therefore, the proposed project shall not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact will occur.

Would the Project?	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?		**X**		

Less Than Significant with Mitigation Incorporated

The purpose of this discussion is to provide an analysis of the proposed project with respect to compliance with biological aspects of the Western Riverside County MSHCP, which is the local/regional habitat conservation plan. Specifically, the *Habitat Assessment and MSHCP* evaluated the proposed project with respect to the project's compliance with MSHCP Reserve Assembly Requirements (Section 6.1.1); Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2); Protection of Narrow Endemic Plant Species (Section 6.1.3); Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4), and Additional Survey Needs and Procedures (Section 6.3.2).

Project Relationship to Reserve Assembly

The project site is not located within any Criteria Cells with the nearest Cell being in Subunit4, and Cell Number (2775). This cell is roughly 0.40 miles southwest of the project site. According to the MSHCP Reserve Assembly, a Riverside Conservation Authority (RCA) review is not required since the project site is not located within a Criteria Cell.

The MSHCP established habitat assessment requirements for certain species of plants, birds, mammals, and amphibians. The MSHCP Conservation Areas may be described in terms of bioregions, vegetation, soils, patch size, and edge affected lands. In regard to bioregions, the project site is located in an undeveloped area of the City that has been designated for agricultural use. The project site is not located within an area of public/quasi-public conserved lands or within any pre-existing conservation agreements. In addition, the project site is not located withinany lands that have been designated as American Indian Lands. No impacts are anticipated.

Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

None of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found on the project site nor were any riparian plant species observed during the field investigations. In addition, there are no features on the project site that meet the MSHCP definition of vernal pools. In order to be considered a vernal pool under the MSHCP, a feature must be a wetland (based on the presence ofhydrophytic vegetation, hydric soil, and wetland hydrology). The feature must also have a naturalorigin. No vernal pools were observed during the field investigations on the project site; consequently, the project site does not support suitable habitat for fairy shrimp. The

lack of suitable habitat for fairy shrimp is due to the soil that is made up of sandy loam soil which cannot hold water for a long enough duration to allow for the formation of vernal pools. Therefore, the project site does not support any sensitive plants that are associated with wetland features. Other non-vernal pool features such as depressions, drainages, and road ruts, which may provide habitat for fairy shrimp, were absent from the project site. The site lacks suitable habitatfor fairy shrimp. In addition, no riparian/riverine habitat is present on the project site and plant species typically associated with riparian/riverine areas were not present on the project site. No impacts will occur.

Jurisdictional Waters

No potential jurisdictional waters (i.e., streams, ponds, lakes, etc.) were observed on the project site duringthe June 2021 field investigations. No impacts will occur

Protection of Narrow Endemic Plant Species

The project site is partially located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA), the southwest corner of the site is located in the NEPSSA Area 3. Therefore, focused plant surveys were conducted for the plant species identified under Section 6.1.3 of the MSHCP, the plant species are: Munz's onion, San Diego ambrosia, Many- stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis. In addition, the property has been disturbed by past human activities and is very unlikely to support any rare plants at the present time and none were seen during the June 2021 field investigations. No further focused surveys for rare plants are required and the project is consistent with the Narrow Endemic Plant Species requirements of the MSHCP.

Guidelines Pertaining to the Urban/Wildlands Interface

The MSHCP Urban/Wildland Interface Guidelines (6.1.4) are intended to address indirect effects associated with locating development in proximity to MSHCP Conservation Areas. The project site is not located in any Criteria Cells, with the nearest cell, 2775, being 0.37 miles southwest, which is part of the Hemet vernal pool areas east, subunit 4 of the San Jacinto Valley area plan. There are several main biological issues for this area including: Conserve Willow-Domino-Travers soils supporting sensitive plants such as spreading navarretia, San Jacinto Valley crownscale, Coulter's goldfields, Davidson's saltscale, vernal barley and Wright's trichocoronis. Conserve intact upland Habitat in the southern Badlands for the benefit of burrowing owl, Bell's sage sparrow, raptors and other species. Conserve open grasslands and sparse shrublands that supportpopulations of Stephens' kangaroo rat, with a focus on suitable Habitat in the southern Badlands.Maintain Core Area for bobcat. Maintain Core and Linkage Habitat for mountain lion. MaintainCore Area for the San Bernardino kangaroo rat.

Given the location of the site in an undeveloped area, and past human disturbances which have occurred on the site, the proposed project is not expected to result in any significant indirect impacts to special-status biological resources. Implementation of Best Management Practices (BMPs) are only required if Conservation Areas are "in proximity" of the project site; however, no Conservation Areas are near the property.

Wildlife Habitat Linkage

According to the MSHCP, there are no documented terrestrial migration corridors in the immediate vicinity of the project site. Furthermore, the project site is within an undeveloped portion of the County in the outer areas of San Jacinto and there are numerous existing

agricultural developments in the immediate area. The project site does not provide any wildlife corridors which are used for migration, movement or dispersal of wildlife.

Additional Survey Needs and Procedures

The project site is located within the MSHCP Additional Survey Areas for Burrowing Owl, and the southwest corner of the site falls under the Narrow Endemic plant species and includes as: Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis according to the MSHCP. Furthermore, no surveys will be required for amphibians, CriteriaArea Species, mammals, invertebrates, or Special Linkage Areas.

Focused surveys were conducted for burrowing owls and for the endemic plant species. No burrowing owls or burrowing owl signs, nor any species protected under the RCA Narrow Endemic Plant species were observed during theJune 9, 2021 surveys. The project site is highly disturbed and has been used for agricultural purposes forapproximately the last two decades. Due to the high disturbance of the project site, and the dominant number of invasive species occurring on the project site, it is unlikely that burrowing owls or endemicplant species will occur on the project site.

However, potential impacts to nesting birds can be eliminated or significantly reduced if vegetation suitable for nesting birds is removed outside of the nesting birdseason. **Mitigation Measures MM-BIO-1** through **MM-BIO-3** shall be implemented to avoid any potential direct impacts to BUOW and nesting birds.

Mitigation Measures

MM-BIO-1 A pre-construction survey for BUOW shall be conducted by a qualified biologist within 30-days of Project-related construction activities (i.e., grubbing, grading, etc.) following accepted protocols. If BUOW have colonized the Property prior to the initiation of Project-related construction activities, the Applicant should immediately inform the City and CDFW, and would need to coordinate further with the CDFW including the possibility of preparing a BUOW Protection and Relocation Plan, prior to initiating ground disturbance. **MM-BIO-1** shall be conducted to ensure that a BUOW will not be directly impacted (i.e., killed, burrow site removal, etc.) or indirectly impacted (i.e., disturbance altering regular behavior such as excessive noise, increased and regular human presence, etc.) by Project-related construction activities.

MM-BIO-2 If Project-related construction activities occur during the avian nesting season (typically February 1 to August 31), a pre-construction survey for nesting birds should be conducted within 3-days of Project-related construction activities by a qualified biologist. If active nests are detected during the pre-construction survey, then a no disturbance buffered distance from the nest, depending on the species/type of bird, shall be established by a qualified biologist. **MM-BIO-2** shall be conducted to ensure that an active nest will not be directly impacted (i.e., eggs destroyed, nestlings/fledglings killed or removed, etc.) or indirectly impacted (i.e., disturbance altering regular behavior potentially causing nest abandonment, nest failure, etc.) by Project-related construction activities.

MM-BIO-3 If BUOW and/or active nests are detected in areas within the Project area where Project-related construction activities could have an indirect impact, it is recommended that a qualified biological monitor be onsite during construction activities to monitor bird behavior to ensure no negative effects occur from Project-related construction activities, and to ensure that construction activities do not enter the no disturbance buffer(s). The biological monitor will have the authority to cease Project-related construction activities if indirect impacts are observed.

5. CULTURAL RESOURCES.

Source(s): *Phase I Cultural Resource Assessment for the Tentative Tract Map Number 38107 Project, City of San Jacinto, Riverside County, California*, prepared by Applied Earth Works, Inc., 9-2021 (*CRA* **Appendix C**); Assembly Bill (AB) 52; and Public Resources Code §5020.1(j).

Please note that this Section primarily addresses historical, archaeological and cultural resources not associated with tribal cultural resources. For a comprehensive discussion on tribal cultural resources, please refer to Section 18, Tribal Cultural Resources, of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?				**X**

No Impact

According to Public Resources Code (PRC) §5020.1(j), "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

The proposed Project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines.

No potential “historical resources” (buildings, structures, or features of interest) are shown within the Project area on any of thehistorical maps or photographs examined, and none were encountered during the site survey. Therefore, no “historical resources” will be impacted by the proposed Project.

The Project site is not listed with the State Office of Historic Preservation or the National Register of Historic Places.

As such, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?			**X**	

Less Than Significant Impact

In April 2021, the Eastern Information Center (EIC) of the California Historical Resource Information System housed at the University of California, Riverside was contacted to complete a literature and records search. The objective of this records search was to determine whether any prehistoric or historical cultural resources had been recorded previously within an area encompassing a one-mile-wide radius of the proposed Project (Study Area).

The records search indicated 37 cultural resource studies have been conducted previously within the Study Area. Six of the previous studies involved the Project area. As a result, 100 percent of the Project area has been previously surveyed.

These studies resulted in the identification of a total of 12 previously recorded cultural resourceswithin the Study Area. Seven of the resources are archaeological: 2 isolated prehistoric artifacts,1 historical refuse scatter, 2 irrigation wells, and 2 road segments. In addition, five built environment resources were identified within the Study Area. None of these resources are documented within the Project area.

The entire Project area is disturbed by modern agricultural activity. The northern two-thirds of the Project area consists of tilled barley fields and the southern third consists of cultivated wheat fields. As a result, visibility throughout the Project area was approximately 10 percent. The eastern edge of the Project area contained patches of stinkweed. The topography of the Project is relatively flat. In general, the Project area was reasonably clear of refuse, aside from sparse areas of modern dumping along the eastern Project boundary along the shoulder of Sanderson Avenue. Near the southern boundary, a dirt access road used forthe existing agricultural fields travels approximately 1,270 feet east to west, separating the barleyand wheat fields. No cultural resources were encountered as a result of the survey.

Because the Project site has experienced ground disturbances in the past, any buried archaeological resources would have already been uncovered or destroyed. However, the City requires standard conditions of approval be applied to all projects that will outline

tribal monitoring (in the event that tribal resources are found) and compliance with State law on human remains.

These conditions will ensure that potentially significant impacts to previously undiscovered archaeological resources that may be accidentally encountered during Project implementation remain at a less than significant level.

Furthermore, General Plan policies are in place to preserve and protect archaeological and historic resources and cultural sites, places, districts, structures, landforms, objects and native burial sites, traditional cultural landscapes and other features, consistent with state law and any laws, regulations or policies which may be adopted by the City.

The Project will not cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5. With implementation of the required conditions of approval, impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Less Than Significant Impact

Because the Project site has been previously disturbed, no human remains, or cemeteries, are anticipated to be disturbed by the proposed Project. However, these findings do not preclude the existence of previously unknown human remains located below the ground surface, which may be encountered during construction excavations associated with the proposed Project. It is also possible to encounter buried human remains during construction given the proven prehistoric occupation of the region, the identification of multiple surface archaeological resources within one mile of the Project site, and the favorable natural conditions that would have attracted prehistoric inhabitants to the area.

The City requires standard conditions of approval relative to archaeological resources and human remains, as outlined in Threshold 3.b.

Further, pursuant to Public Resource Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law (24 hours). Subsequently, the Native American Heritage Commission shall identify the "most likely descendant". The most likely descendant shall then make recommendations and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Human remains from other ethnic/cultural groups with recognized historical associations to the Project area shall also be subject to consultation between appropriate representatives from that group and the Community Development Director. The Project will not disturb any human remains, including those interred outside of formal cemeteries. With compliance with the above-referenced state laws and standard conditions of approval, any impacts will be less than significant. And no mitigation is required

Mitigation Measures

No mitigation measures are required.

6. ENERGY.

Source(s): *TTM 38107 – CEQA Energy Review, City of San Jacinto*, prepared by MD Acoustics, 9-23-2022 (*CER*, **Appendix D**); and *TTM 38107 Air Quality and Greenhouse Gas Impact Study, City of San Jacinto*, prepared by MD Acoustics, 9-23-22 (*AQ/GHG Study,* **Appendix A**).

Analysis of Project Effect and Determination of Significance:

Note: Tables or figures in this section are from the *CER*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?			**X**	

Less Than Significant Impact

Background Information

There are many different types and sources of energy produced and consumed in the United States. The U.S. Energy Information Administration (EIA) categorizes energy by primary and secondary sources, renewable and nonrenewable sources, and by the different types of fossil fuels. Primary energy is captured directly from natural resources and includes fossil fuels, nuclear energy, and renewable sources of energy. Electricity is a secondary energy source that results from the transformation of primary energy sources. A renewable energy source includes solar energy from the sun, geothermal energy from heat inside the earth, wind energy, biomass from plants, and hydropower from flowing water. Nonrenewable energy sources include petroleum products, hydrocarbon gas liquids, natural gas, coal, and nuclear energy. Fossil fuels are non-renewable resources formed by organic matter over millions of years and include oil, coal and naturalgas. The EIA defines the five energy consuming sectors within the United States as follows:

- **Industrial Sector:** Includes facilities and equipment used for manufacturing, agriculture, mining, and construction.
- **Transportation Sector:** Includes vehicles that transport people or goods, such as cars, trucks, buses, motorcycles, trains, aircraft, boats, barges, and ships.
- **Residential Sector**: Includes homes and apartments.
- **Commercial Sector:** Includes offices, malls, stores, schools, hospitals, hotels, warehouses, restaurants, and places of worship and public assembly.
- **Electric Power Sector**: Consumes primary energy to generate most of the electricity the other four sectorsconsume.

Energy sources are measured in different physical units: liquid fuels are measured in barrels or gallons, natural gas in cubic feet, and electricity in kilowatts (kW) and kilowatt-hours (kWh). In the United States, British thermal units (Btu), a measure of heat energy, is commonly used for comparing different types of energy to each other.

California's electricity in-state generation system generates approximately 277,704 gigawatt-hours each year. In 2019, California produced approximately 72 percent of the electricity it uses; the rest was imported from the Pacific northwest (approximately 9 percent) and the U.S. Southwest (approximately 19 percent). California is one of the nation's leading energy-producing states, and its per capita energy use is among the nation's most efficient.

Project Energy Consumption

The three (3) main types of energy expected to be consumed by the Project include electricity, natural gas, and petroleum products in the form of gasoline and diesel fuel. Energy usage for the proposed Project is calculated based on the *CER*. The California Emissions Estimator Model Version 2020.4.0 (CalEEMod) was used to calculate energy usage from Project construction and operational activities.

Electricity and Natural Gas Consumption

The Project will use energy for many different operational activities including, but not limited to, building heating and cooling, lighting, appliances, electronics, mechanical equipment, electric vehicle charging, and parking lot lighting. Indirect electricity usage is also required to supply, distribute, and treat water and wastewater for the Project. Electricity will be provided through Southern California Edison (SCE) and natural gas will be provided by Southern California Gas Company (SCGC). Operation of the proposed project would involve the use of energy for heating, cooling and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2019 CALGreen Standards. The annual natural gas and electricity demands were from the CalEEMod output from the air quality and greenhouse gas analysis (AQ/GHG Study).

The *CER* estimated the operational electricity demand of the proposed Project would be approximately 1,712,400 kWh per year. In 2019, the residential sector of the County of Riverside consumed approximately 7,337 million kWh of electricity[1]. In addition, the *CER* estimated the natural gas consumption for the proposed Project would be approximately 6,081,690 kBtu per year. In 2019, the residential sector of the County consumed approximately 305 million therms of gas[2]. Therefore, the increase in both electricity and natural gas demand from the proposed Project is insignificant compared to the County's 2019 non-residential sector demand.

In addition, the *CER* estimated that construction of the Project would consume an additional 176,227 kWh or electricity for tools and equipment but only during the planned construction period.

Petroleum Consumption

The *CER* indicates that construction was analyzed as being completed in one phase, taking up to 18 months, and staging of construction vehicles and equipment will occur onsite. The *CER* indicates Project construction activities would consume an estimated 27,130 gallons of diesel fuel by vendors and would represent a "single-event" diesel fuel demand so it would not require ongoing or permanent commitment of diesel fuel resources.

The *CER* calculated the Project would consume an estimated 49,545 gallons of fuel for construction worker trips, an estimated 27,130 gallons of fuel for vendors, and an estimated

1 California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx

2 California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

50,074 gallons of fuel for hauling trips. Construction equipment used over the approximately 18-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. Construction of the proposed residential development would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Once occupied, the proposed Project would generate approximately 1,992 trips per day and the CER calculated that an estimated 380,503 gallons of fuel would be consumed per year for the operation of the proposed Project. By comparison, the state of California consumed approximately 4.2 billion gallons of diesel[3] and 15.1 billion gallons of gasoline[4] in 2015. Therefore, the increase in fuel consumption from the proposed Project is insignificant in comparison to the State's demand. Impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Less Than Significant Impact

The Project will purchase electricity through Southern California Edison which is subject to the requirements of California Senate Bill 100 (SB 100). This legislation is the most stringent and current energy legislation in California; requiring that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045.

CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TACs). Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

The *CER* states the Project has been designed in compliance with California's Energy Efficiency Standards and 2019 CALGreen Standards. These measures include but are not

[3] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/diesel-fuel-data-facts-and-statistics

[4] https://www.energy.ca.gov/data-reports/energy-almanac/transportation-energy/california-gasoline-data-facts-and-statistics

limited to the use of water conserving plumbing, installation of bicycle racks, the use of LED lighting, and water-efficient irrigation systems.

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

The *CER* also states the Project is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company. These actions would be in compliance with the State's Energy Plan and Title 24 CCR energy efficiency standards.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

For these reasons, the Project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts will be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

7. GEOLOGY AND SOILS.

Source(s): *Preliminary Geotechnical Investigation, Proposed Single-Family Residential Development Tentative Tract 38107,* prepared by South Shore Testing & Environmental, 8-2-2021 (*Geo Investigation*, **Appendix G**); *Western Riverside County Habitat Assessment and MSHCP Consistency Analysis City of San Jacinto, County of Riverside, California APN: 432-030-012*, prepared by RCA Associates, Inc., 10-5-2021 (*HA/MSHCP*, **Appendix B**); *Paleontological Technical Memorandum for the Tentative Tract Map Number 30943 Project, City of San Jacinto, Riverside County, California*, prepared by Applied Earthworks, Inc. 7-2-2021 (*PTM*, **Appendix H**); California Building Code; and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.i) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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.				**X**

No Impact

There are no known active or potentially active faults transecting the project site, and the project site is not located within the presently defined boundaries of either an Alquist-Priolo Earthquake Fault Zone, or a County of Riverside fault hazard zone. Active fault zones regional to the site include the San Jacinto fault (San Jacinto Valley segment), the San Andreas fault (Southern segment), the Pinto Mountain fault, and the Elsinore fault (Glen Ivy segment), which are located 2.4-kilometers (km) southwest, 21.5-km northeast, 35-km northeast, and 38-km southwest, respectively.

Based on this information, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving 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. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.ii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			**X**	

Less Than Significant Impact

The proposed Project will be subject to ground shaking impacts should a major earthquake occur in the area. Potential impacts include injury or loss of life and property damage. The Project site is subject to strong seismic ground shaking as are virtually all properties in Southern California.

Active fault zones regional to the site include the San Jacinto fault (San Jacinto Valley segment), the San Andreas fault (Southern segment), the Pinto Mountain fault, and the Elsinore fault (Glen Ivy segment), which are located 2.4-kilometers (km) southwest, 21.5-km northeast, 35-km northeast, and 38-km southwest, respectively, with the San Jacinto fault (San Jacinto Valley segment) being the fault located closest to the project site.

With consideration of proximity of the above active and potentially active faults, moderate to high ground shaking can be expected at the project site during the design lifetime of the proposed project. Based on Section 1803.5.12 of the 2019 California Building Code, peak ground accelerations modified for site class effects of approximately 1.183g are possible for the design earthquake.

The Project is required to be designed to be subject to the seismic design criteria of the most recent edition of the California Building Code (CBC) as adopted by the City. This requirement is a standard condition and implementation will reduce potentially significant impacts that could expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking during Project implementation to a less than significant level. The California Building Code (California Building Code, California Code of Regulations, Title 24, Volume 2) contains seismic safety provisions with the aim of preventing building collapse during a design earthquake, so that occupants would be able to evacuate after the earthquake. A design earthquake is one with a two percent chance of exceedance in 50 years, or an average return period of 2,475 years. Adherence to these requirements would reduce the potential of the structure from collapsing during an earthquake, thereby minimizing injury and loss of life.

Although structures may be damaged during earthquakes, adherence to seismic design requirements would minimize damage to property within the structure because the structure is designed not to collapse. The CBC is intended to provide minimum requirements to prevent major structural failure and loss of life.

The *Geo Investigation* identifies relevant CBC seismic design parameters for the Project site. The Project is required to comply with the recommendations listed in the *Geo Investigation* to address strong seismic ground shaking and how it will reduce exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

With adherence to these standard conditions, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Direct and indirect impacts related to strong ground shaking are considered less than significant and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iii) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?			X	

Less Than Significant Impact

Liquefaction is the loss of soil strength due to a buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, clean cohesionless soils. Liquefaction must have all three of the following to occur simultaneously:

- Strong ground shaking,
- Shallow groundwater, and
- Loose, relatively clean sands.

The Project site does not fall into any liquefaction hazard zone as shown in the *Geo Investigation*.

As stated on p. 6 of the *Geo Investigation*:

> "the subject site as an area of moderate liquefaction potential. Historic high groundwater has been recorded at approximately 60-ft bgs (DWR, 1978). We anticipate that the groundwater encountered within B-1 at a depth 33-ft bgs is a localized perched condition. Owing to the depth to groundwater, the medium dense and silty nature of the underlying surficial alluvial sediments it is our opinion that liquefaction is not anticipated, and further analysis appears to be unwarranted."

Due to deep groundwater level, liquefaction potential does not exist for the Project.

During a strong seismic event, seismically induced settlement can occur within loose to moderately dense, unsaturated granular soils. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement.

Seismicity level at the Project site is relatively high (1.183g Peak Ground Acceleration). However, subsurface soils are dense to very dense - gradually denser with depth. Consequently, seismic settlement during a major seismic event will not adversely impact structural integrity of the proposed new buildings and fuel station canopy structures provided that the Project complies with most recent edition of the California Building Code (CBC) as adopted by the City , and the design parameters and recommendations in the *Geo Investigation* are properly implemented.

Therefore, with adherence to these standard conditions, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic-related ground failure, including liquefaction. Impacts are considered less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a.iv) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				**X**

No Impact

Topographically, the project site consists of relative flat terrain that slopes to the northwest at a less than 2% gradient to the northwest toward the San Jacinto River drainage. Overall relief on the project site is approximately 4 feet, from above mean sea elevations 1,460 to 1,464.

Per the *HA/MSHCP*, vacant land borders the site north, south, east, and west, with one residential unit occupying the northeast boundary of the site. The site is heavily disturbed where it is being used for agricultural use and appears to have been used for agriculture use for the last few decades. The site consists predominantly of perennial ryegrass (*Lolium perenne*), which covers most of the property.

According to **Figure 7-1, *Surrounding Topography***, there are no steep slopes within a one-quarter mile radius of the Project site. The closest steep slopes are located over one and one-half (1½) miles west of the Project site (Lakeview Mountains) and one and one-half (1½) miles east of the Project site (San Jacinto Mountains).

According to the *Geo Investigation*:

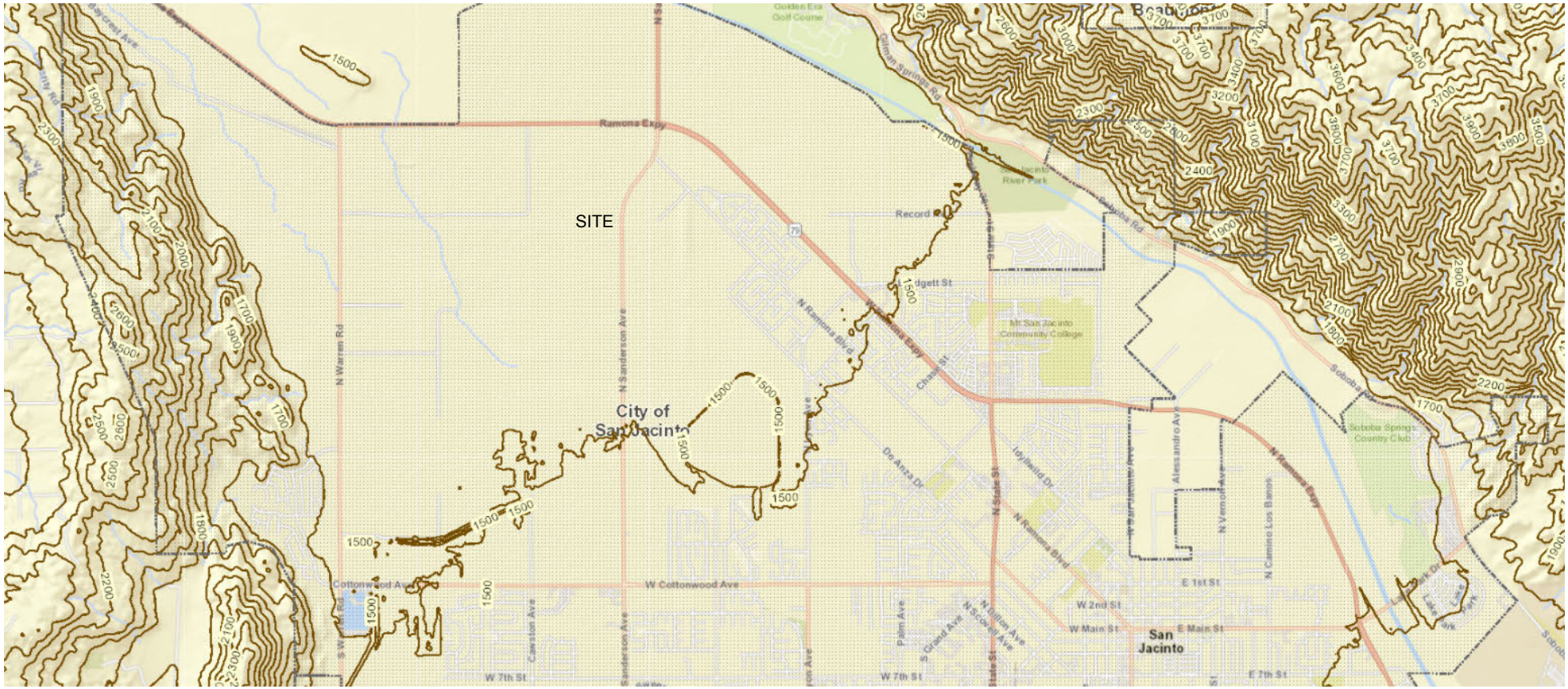
> "The subject property is in a wide alluvial valley and a good distance away from any steep terrain capable of any landslides have been mapped in the area (Dibblee, 2003 & Morton, 1972). The risk of seismically induced landsliding to affect the proposed development is negligible."

According to the *Geo Investigation*:

> "The subject tract is located within a large alluvial valley and a good distance away from any steep slopes, which are covered with large granitic boulders. The potential for rockfall is anticipated to be negligible."

Therefore, the Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact will occur.

FIGURE 7-1
SURROUNDING TOPOGRAPHY



Source: Map My County – https://gis.countyofriverside.us/Html5Viewer/?viewer=MMC_Public

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in substantial soil erosion or the loss of topsoil?			X	

Less Than Significant Impact

The project site is located within a large alluvial valley.

The project site is vacant and has been utilized for agricultural development. Man-made improvements on the subject site include dirt access roads and irrigation systems around the perimeters of the property. Vegetation onsite consisted of a stubble of recently harvested grain crop and annual weeds and grasses around the perimeters of the property. Topographically, the project site consists of relative flat terrain that slopes to the northwest at a less than 2% gradient to the northwest toward the San Jacinto River drainage. Overall relief on the Project site is approximately 4-ft, from above mean sea elevations 1460 to 1464.

Alluvial surficial sediments underly the entire subject site and extended to a depth of 51.5-ft below the ground surface. This unit consists of inter-lensing units of medium gray fine grained silty Sand (Unified Soil Classification - SM), olive brown Silts (ML) and silty Clays (CL).

Subsurface geologic profiles are found to be fairly consistent across the site. Detailed descriptions of subsurface soil profile are presented in the field exploration logs set forth in the Appendix B of the *Geo Investigation*.

Subsurface soils within the anticipated depth of excavation, as recommended in the *Geo Investigation*, are expected to be excavatable by conventional earthmoving and trenching equipment in good working condition.

The Project has the potential to expose surficial soils to wind and water erosion during construction activities:

- Wind erosion will be minimized through mandated soil stabilization measures by South Coast Air Quality Management District (SCAQMD) Rule 403 (Fugitive Dust), such as daily watering.
- Water erosion will be prevented through the City's standard, mandated, erosion control practices required pursuant to the CBC and the National Pollution Discharge Elimination System (NPDES), including reduction measure BMPs contained in the required SWPPP such as silt fencing, fiber rolls, or sandbags.

After the Project is constructed, the site will be completely covered by paving, structures, and landscaping. The Project proponent has submitted a Water Quality Management Plan (*WQMP*) for review and approval. The *WQMP* identifies post-construction BMPs in addressing increases in impervious surfaces, methods to decrease incremental increases in off-site stormwater flows, and methods for decreasing pollutant loading in off-site discharges as required by the applicable NPDES requirements. Impacts related to soil erosion will be less than significant with implementation of all required standard conditions. No mitigation will be required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	

Less Than Significant Impact

Impacts related to liquefaction and landslides are discussed in Thresholds 7.a.iii, and 7.a.iv.

Seismically induced lateral spreading involves primarily lateral movement of earth materials due to ground shaking. It differs from slope failure in that complete ground failure involving large movement does not occur due to the relatively smaller gradient of the initial ground surface.

Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. In soils, this movement is generally due to failure along a weak plane and may often be associated with liquefaction. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

The topography of the Project site and surroundings is fairly flat and owing to the depth to groundwater, the medium dense and silty nature of the underlying surficial alluvial sediments, liquefaction is not anticipated. Under these circumstances, the potential for lateral spreading at the subject site is considered non-existent.

As discussed in Threshold 7.a.ii, the Project will be required to comply with standard conditions. Therefore, the Project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts will be less than significant, and no mitigation will be required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?			X	

Less Than Significant Impact

According to the *Geo Investigation*:

> "Ground cracks can and do appear on sites for a variety of reasons including, but not limited to, strong seismic shaking, imperfections in subsurface strata (either man-made or natural), and the expansive nature of some soils near the ground surface. Therefore, the possibility of minor cracks at the ground surface for the life of the project cannot be fully eliminated."

The *Geo Investigation* concludes that the Project site is suitable for the proposed project and associated site improvements provided that the design parameters and grading recommendations set forth in the report are adhered to during design and construction.

As discussed in Threshold 7.a.ii, the Project will be required to comply with standard conditions. Therefore, the Project would not be located on expansive soil creating substantial risks to life or property. Impacts will be less than significant, and no mitigation will be required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) 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?				**X**

No Impact

The Project proposes to connect to the Eastern Municipal Water Department's existing sewer system and will not require use of septic tanks. This threshold is not applicable to the Project. No impact will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		**X**		

Less Than Significant with Mitigation Incorporated

According to the *PTM*:

> "According to the County's paleontological sensitivity map, the Project area is mapped in an area with High B (Hb) sensitivity (County of Riverside, 2015b:Figure OS-8, OS-55). Æ's review of geologic maps, paleontological literature, and the records search results support this ranking. Unit Qyv ranges from late Pleistocene to Holocene age. The youngest surficial deposits are likely too young to form fossils, while older deposits at depths of 4 feet or greater bgs may potentially preserve them."

Therefore, the *PTM* recommends construction monitoring of ground-disturbing activities in the Project area, particularly because the maximum proposed depth of ground disturbance will exceed 4 feet bgs (i.e., 5.5 feet bgs). Impacts could be potentially significant. However, **Mitigation Measure MM-GEO-1** is recommended to reduce this impact to a less than significant level.

With adherence to **Mitigation Measure MM-GEO-1**, impacts to paleontological resources will be reduced to less than significant levels.

Mitigation Measures

Mitigation Measure MM-GEO-1 The Project site soils at depths greater than five (5) feet have a high potential for paleontological resources (fossils). The proposed Project site grading/earthmoving activities shall be monitored for potential impacts to this resource and prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit. A qualified paleontologist shall be retained and approved by the City prior to the issuance of a grading permit. The paleontologist will participate in a pre-construction Project meeting and monitor earthmoving activities for previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation. The paleontologist shall prepare a report of findings during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any).

The PRIMP shall include the following components:

- A Worker's Environmental Awareness Program (WEAP) training shall be prepared prior to the start of Project-related ground disturbance and presented in person to all field personnel to describe the types of fossils that may occur and the procedures to follow if any are encountered in the Project area.

- The PRIMP shall indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full-time, spot checks, etc.).

- The collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of microvertebrates and other small fossils shall be addressed in the PRIMP.

- In addition to monitoring and sampling procedures, the PRIMP shall also provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the Western Science Center.

- The PRIMP shall describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries.

8. GREENHOUSE GAS EMISSIONS.

Source(s): *TTM 38107 Air Quality and Greenhouse Gas Impact Study,* prepared by MD Acoustics, LLC, 9-23-2022 (*AQ/GHG Study*, **Appendix A**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *AQ/GHG Study*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

Less Than Significant Impact

Greenhouse Gas (GHG) emissions for the Project were analyzed in the *AQ/GHG Study* to determine if the Project could have an impact related to GHG emissions. These impacts are analyzed on a cumulative basis, utilizing Carbon Dioxide Equivalent (CO_2e), measured in metric tons (MT) or, $MTCO_2e$. They are analyzed for both the construction and operational phases of the Project.

Greenhouse gas emissions are estimated for on-site and off-site construction activity using California Emissions Estimator Model® (CalEEMod). **Table 8-1, *Construction Greenhouse Gas Emissions***, shows the construction greenhouse gas emissions, including equipment and worker vehicle emissions for all phases of construction. Construction emissions are averaged over 30 years and added to the long-term operational emissions, pursuant to SCAQMD recommendations. The total construction emissions amortized over a period of 30 years are estimated at 70.76 metric tons of CO_2e per year.

Table 8-1
Construction Greenhouse Gas Emissions

Activity	Emissions ($MTC0_2e$/yr)[1]		
	On-site	Off-site	Total
Grading	206.16	498.41	704.57
Building Construction	591.69	745.75	1,337.47
Paving	55.52	3.52	59.04
Coating	7.03	14.55	21.58
Total	860.40	1,262.27	2,122.67
Amortized over 30 years[2]	28.68	42.08	70.76

[1] $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide).
[2] The emissions are averaged over 30 years and added to the operational emissions, pursuant to SCAQMD.

Operational Greenhouse Gas Emissions

Operational emissions occur over the life of the project. The operational emissions for the project (with incorporation of construction emissions) are 3,363.93 metric tons of CO_2e per year (as shown in **Table 8-2, *Opening Year Unmitigated Project-Related Greenhouse Gas Emissions***). According to the thresholds of significance, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the SCAQMD draft threshold of 3,000 $MTCO_2e$ per year for all land uses (i.e., 3,363.93 $MTCO_{2e}$). Therefore, the total emissions for the proposed project would exceed the screening threshold of 3,000 $MTCO_2e$ per year so emission reductions are required.

Table 8-2
Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources[2]	0.00	49.16	49.16	0.00	0.00	49.51
Energy Usage[3]	0.00	628.23	628.23	0.03	0.01	631.72
Mobile Sources[4]	0.00	2,377.78	2,377.78	0.12	0.12	2,416.05
Solid Waste[5]	51.18	0.00	51.18	3.02	0.00	126.81
Water[6]	4.44	49.75	54.19	0.46	0.01	69.07
Construction[7]	0.00	69.25	69.25	0.01	0.00	69.07
Total Emissions	55.63	3,174.17	3,229.80	3.65	0.14	**3,363.93**
SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**Yes**

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30 year amortization rate.

The data provided in **Table 8-3, *Opening Year Unmitigated Project-Related Greenhouse Gas Emissions With Incorporation of Design Features/Regulation*** shows that with compliance with regulation and incorporation of sustainable design (compliance with regulation is shown as "mitigation" in the CalEEMod output), the proposed project's total emissions would be reduced to 2,904.12 $MTCO_2e$ per year.

The reduction comes from incorporation of the following California Air Pollution Control Officers Association (CAPCOA) based reduction measures and regulatory compliance:

- utilizing low-flow fixtures that would reduce indoor water demand by 20% per CALGreen Standards;
- recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341);
- utilizing water efficient irrigation systems; and
- incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increase Density, LUT-4 Improve Destination Accessibility, and SDT-1 Improve Pedestrian Network.

These are code requirements and are not considered unique mitigation under CEQA.

Table 8-3
Opening Year Unmitigated Project-Related Greenhouse Gas Emissions
With Incorporation of DesignFeatures/Regulation

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	NonBio-CO2	CO2	CH4	N2O	CO2e
Area Sources[2]	0.00	49.16	49.16	0.00	0.00	49.51
Energy Usage[3]	0.00	628.23	628.23	0.03	0.01	631.72
Mobile Sources[4]	0.00	2,042.78	2,042.78	0.11	0.10	2,076.61
Solid Waste[5]	12.80	0.00	12.80	0.76	0.00	31.70
Water[6]	3.56	43.28	46.83	0.37	0.01	58.76
Construction[7]	0.00	69.25	69.25	0.01	0.00	70.76
Sequestration[8]						-14.94
Total Emissions	16.04	2,780.64	2,796.67	1.26	0.12	**2,904.12**
SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2020.4.0
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30 year amortization rate.
[8] CO_2 sequestration from the planting of ~422 trees (298.776/20 years [trees' lifetime])

With incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, as shown in **Table 8-3**, the proposed project would not exceed the SCAQMD draft threshold of 3,000 $MTCO^2e$ per year for all land uses. Therefore, with incorporation of sustainable design and compliance with regulation and regulatory compliance, operation of the proposed project would not create a significant cumulative impact to global climate change.

Therefore, the Project will not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?			**X**	

Less Than Significant Impact

The proposed project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The City is participating the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan (CAP). The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15% below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General

have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.

With incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, the project's emissions are 2,836.64 $MTCO_2e$ per year and do not exceed the SCAQMD draft threshold and is in compliance with the reduction goals of AB-32 and SB-32. Therefore, as the WRCOG Subregional CAP's emissions reduction target is consistent with the reduction goals of AB 32, the proposed project would also be anticipated to be consistent with the WRCOG Subregional CAP. Furthermore, as shown in Table 14 of the *AQ/GHG Study*, the project is consistent with applicable local reduction measures identified in the WRCOG Subregional CAP and would result in a less than significant impact and no mitigation is required.

CARB Scoping Plan Consistency

CARB approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health". The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its First Update to the Climate Change Scoping Plan. This Update identifies the next steps for California's leadership on climate change. While California continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost- effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include

the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2017 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 15 of the *AQ/GHG Study*. As shown in Table 15 of the *AQ/GHG Study*, the project is consistent with the applicable strategies and would result in a less than significant impact, and no mitigation is required.

Therefore, the project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the project will also comply with applicable Green Building Standards and City of San Jacinto's policies regarding sustainability (as dictated by the City's General Plan). With incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, impacts are considered to be less than significant, no mitigation is required, and further analysis is not warranted.

Mitigation Measures

No mitigation measures are required.

9. HAZARDS AND HAZARDOUS MATERIALS.

Source(s): *Phase I Environmental Site Assessment of Undeveloped Agricultural Land Tentative Tract Map No. 38107 APN 432-030-012 San Jacinto, CA 92582*, prepared by South Shore Testing and Environmental, 6-28-2021 (*Phase I ESA*, **Appendix E**); San Jacinto Unified School District website; City of San Jacinto General Plan, Land Use Policy Map; GEOTRACKER website; EnviroStor website; Project Plans (**Appendix J**); and Google Maps.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			**X**	

Less Than Significant Impact

The project consists of the development of 215 single-family residential homes. The operation of such uses would not involve the use of substantial amounts of hazardous materials. Household cleaning supplies would be used in small quantities to support the townhouses. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required and will ensure that the project operates in a manner that poses no substantial hazards to the public or the environment.

During construction, there would be the transport, use, and disposal of hazardous materials and wastes that are typical of construction projects. This would include fuels and lubricants for construction machinery, paint and other coating materials, etc. Routine construction control measures and best management practices for hazardous materials storage, application, waste disposal, accident prevention and clean-up, etc. would be sufficient to reduce potential impacts to a less than significant level.

The transport, use, storage, and disposal of hazardous materials pertaining to the proposed project would be relatively minor and subject to existing regulations, so the impact is considered less than significant. Use of common household hazardous materials and their disposal does not present a substantial health risk to the community. Therefore, impacts associated with the routine transport and use of hazardous materials or wastes will be less than significant. No mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?		**X**		

Less Than Significant With Mitigation Incorporated

According to the *Phase I ESA*

> "The project site was utilized for agricultural purposes from at least 1938 until the present. Agricultural chemicals in use today are applied in dilute concentrations and, when used properly, degrade relatively quickly. However, environmentally persistent pesticides commonly applied prior to the 1980s can linger in the soil for many years. It is not known if environmentally persistent pesticides have been applied to the project site in the past. Based upon the apparent length of time that has elapsed since agricultural usage has occurred; the fact that significant surface grading will likely occur upon proposed residential development in 2021/2022 (diluting/aerating/mixing potential surficial pesticide residues); it is possible the potential former usage of pesticides has environmentally impacted the subject property or would require remedial actions. Should the need arise (e.g., significant soil disturbance), confirmatory pesticide testing should be performed at the subject property."

Mitigation Measures MM-HAZ-1 and **MM-HAZ-2** are recommended to help reduce potential impacts related to upset or accident conditions during grading of the site to less than significant levels.

With adherence to existing local, state and federal regulations, as they pertain to the treatment of hazardous materials, the proposed project will not 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. Any impacts will be less than significant with the incorporation of mitigation.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				**X**

No Impact

The project site is located within the San Jacinto Unified School District (SJUSD).

The closest schools to the project site are Megan Cope Elementary School, which is located approximately 1.85 miles to the south of the project site, Monte Vista Middle School located approximately 1.85 miles to the southeasterly of the project site and Clayton A Record Elementary, located approximately 1.96 miles easterly of the project site. No proposed schools are located in proximity to the project site.

Based on the above information, there are no existing schools within a one-quarter mile distance of the project site. The City's General Plan Land Use Policy Map shows future schools to the west, south, southeast, and east of the project site. These are beyond 1/4 mile from the project site and are not currently shown as future school sites on the SJUSD web site.

The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. There will be no impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Pursuant to Government Code Section 65962.5, the Department of Toxic Substances Control maintains a list of hazardous materials sites (Cortese List).

EnviroStor is the Department of Toxic Substances Control's data management system for tracking our cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites with known contamination or sites where there may be reasons to investigate further. Reference **Figure 9-1, *GeoTracker – 1 Mile Radius***.

GeoTracker is the Water Boards' data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) Sites, Department of Defense Sites, and Cleanup Program Sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including Irrigated Lands, Oil and Gas production, operating Permitted USTs, and Land Disposal Sites. Reference **Figure 9-2, *EnviroStor – 1 Mile Radius***.

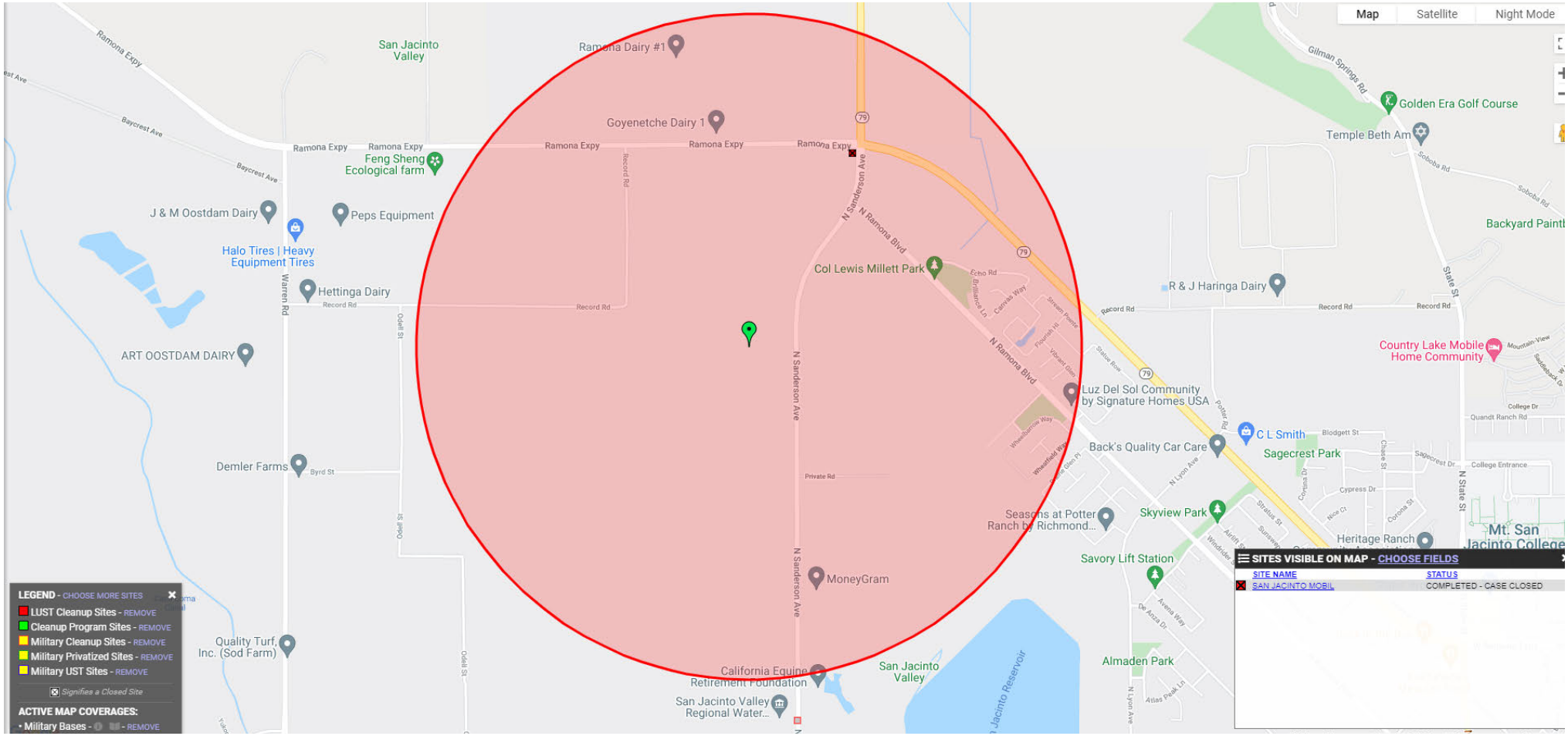
The project site is not included on the state's Cortese List, a compilation of various sites throughout California that have been compromised due to soil or groundwater contamination from past uses.

The project site is not:

- Listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC);
- Listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB);
- Listed as a hazardous solid waste disposal site by the SWRCB;
- Currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB; or
- Developed with a hazardous waste facility subject to corrective action by the DTSC.

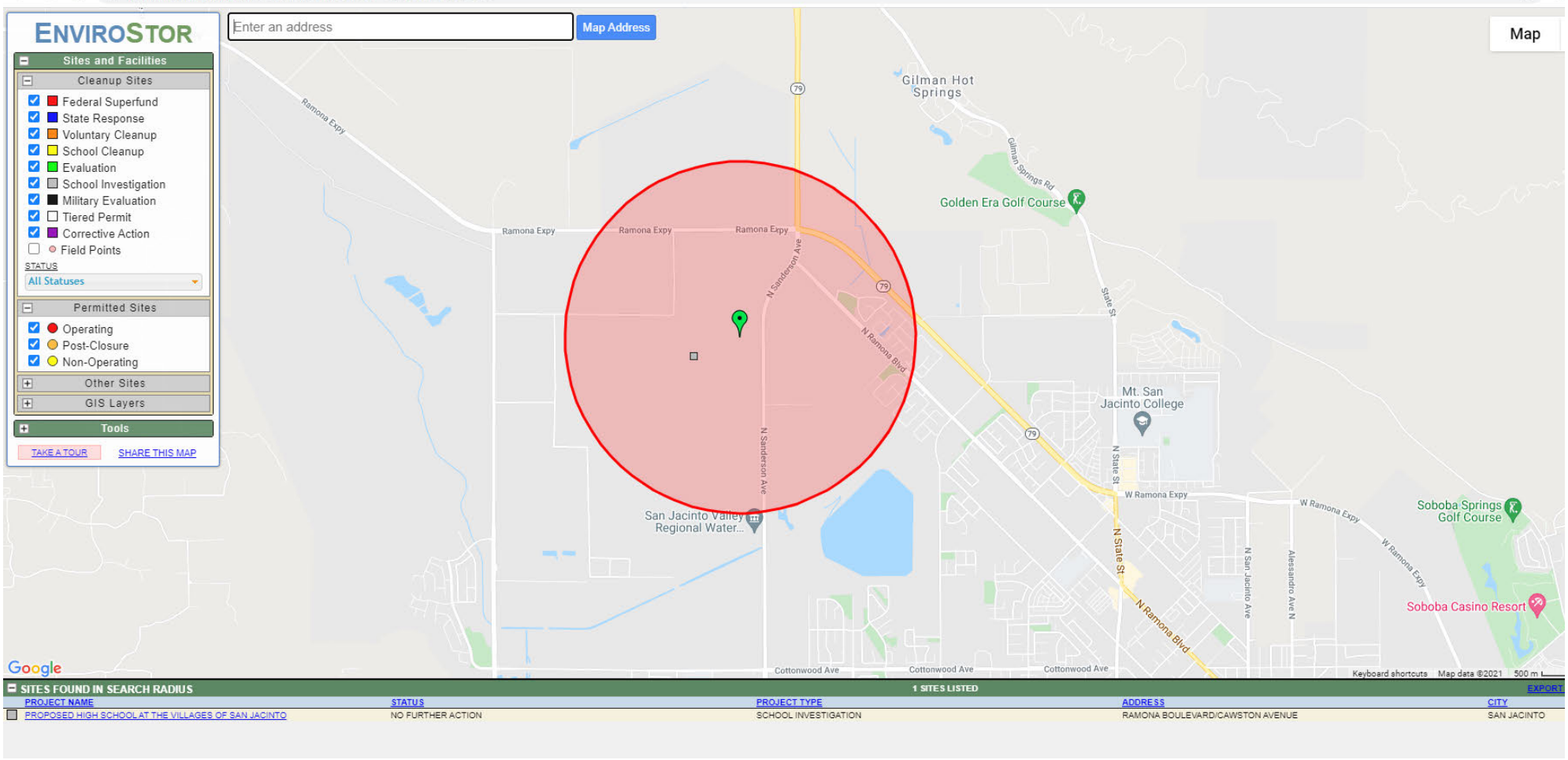
The project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment. No impacts will occur.

FIGURE 9-1
GEOTRACKER - 1 MILE RADIUS



Source: https://geotracker.waterboards.ca.gov/

FIGURE 9-2
ENVIROSTOR - 1 MILE RADIUS



Source: https://www.envirostor.dtsc.ca.gov/public/

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?				**X**

No Impact

The project site is not located within the boundary of an airport land use plan.

The closest general aviation airport (Hemet-Ryan Airport) is located approximately 5.4 miles south of the project site. March Air Reserve Base is located approximately 15.8 miles northwesterly of the project site.

The project site is not located within an airport land use plan, nor is it located within two miles of a public airport or public use airport, and the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area. There will be no impact.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			**X**	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project will be limited to lateral utility connections (i.e., water, sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and project area during construction through the submittal and approval of a traffic control plan (TCP).

The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the project site and area will remain as was prior to the proposed project.

All project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed project is required to comply with the California Fire Code as adopted by the San Jacinto Municipal Code.
The project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Project impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				**X**

No Impact

The proposed project site is not located within, or adjacent to a fire hazard zone (Local Responsibility Area, or State Responsibility Area). There are no wildland conditions in the suburbanized area where the project site is located. Please reference the detailed discussions in Section 20, Wildfire, of this Initial Study. No impacts will occur.

Mitigation Measures

MM-HAZ-1 **Soil Remediation.** Prior to the start of grading, the applicant shall retain an environmental contractor licensed in accordance with current regulations to determine the remedial actions that may be needed for potential agricultural chemicals identified in the *Phase I ESA* prepared for the project site. No grading of the site shall occur until such time that the environmental contractor has either assured that there are no agricultural chemicals are present on site, or if detected, a remedial plan has been submitted and been approved by the County Department of Environmental Health.

MM-HAZ-2 **Monitoring of Grading.** Prior to the start of any ground-disturbing activities (except those identified in **MM-HAZ-1**), the applicant shall retain a qualified environmental professional (QEP) to monitor all clearing and grading activities on the site in the event unexpected and potentially hazardous materials are found. If any potentially hazardous materials are found during grading, work shall be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required to effectively characterize the materials.

If laboratory testing reveals that soils are contaminated at levels that are only slightly in excess of applicable commercial standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and applicant to either remove contaminated soil and/or mix the contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable residential standards. The results of any testing shall be provided to the County. Any contaminated soil or materials found onsite must be removed by a licensed environmental contractor and hauled to a landfill approved for such materials.

The QEP shall prepare a brief written report including the disposition of any hazardous materials found onsite during grading and submit it to the County Department of Environmental Health for review and approval. No certificate of occupancy for the project shall be issued until the QEP's report has been approved by the County Department of Environmental Health.

10. HYDROLOGY AND WATER QUALITY.

Source(s): *Preliminary Drainage Report for Tentative Tract No 38107, San Jacinto*, prepared by Blaine A. Womer Civil Engineering, 8-4-2021 (*Drainage Report*, **Appendix F1**); *Project Specific Water Quality Management Plan, Tentative Tract 38107*, prepared by Blaine A. Womer Civil Engineering, 7-22-2021 (*WQMP*, **Appendix F2**); *Phase I Environmental Site Assessment of Tentative Tract Map No. 38107, San Jacinto*, prepared by South Shore Testing and Environmental, 6-28-2021 (*ESA*, **Appendix E**); Federal Emergency Management Agency (FEMA), Flood Insurance Rate Program (FIRM), National Flood Hazard Viewer; S*an Jacinto Water Quality Ordinance* (Municipal Code Section 13.44); *2020 Urban Water Management Plan* (*UWMP*), Eastern Municipal Water District; Metropolitan Water District *2020 Regional Urban Water Management Plan* (*RUWMP*); and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Drainage Report* or the *WQMP*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			**X**	

Less Than Significant Impact

The federal Clean Water Act (CWA) establishes the framework for regulating municipal storm water discharges (construction and operational impacts) via the National Pollutant Discharge Elimination System (NPDES) program. A project would have an impact on surface water quality if discharges associated with the Project would create pollution, contamination, or nuisance as defined in Water Code Section 13050, or that cause regulatory standards to be violated as defined in the applicable NPDES storm water permit or Water Quality Control Plan for a receiving water body. Relative to this specific issue, a significant impact could occur if the Project would discharge water that does not meet the quality standards of the agencies that regulate surface water quality and water discharge into storm water drainage systems. Significant impacts could also occur if the Project does not comply with all applicable regulations with regard to surface water quality as governed by the State Water Resources Control Board (SWRCB). These regulations include preparation of a Water Quality Management Plan (WQMP) to reduce potential post-construction water quality impacts.

On January 29, 2010, the Santa Ana Regional Water Quality Control Board (SARWQCB) issued the 4th-term area wide NPDES and Municipal Separate Storm Sewer System Permit (MS4 Permit) to the City of San Jacinto and other applicable Permittees. All new development in the City of San Jacinto is required to comply with provisions of the NPDES program, including Waste Discharge Requirements (WDR), and the City's Municipal Separate Sewer Permit (MS4), Order No. R8-2010-0036, NPDES Permit No. CAS618036, as enforced by the SARWQCB. All design submittals and construction projects are required to conform to the permit requirements. Furthermore, all projects are required to install Best Management Practices (BMPs) in compliance with the 2010 SARWQCB permit.

According to the *WQMP*, the Project site and the City of San Jacinto is located in the Santa Ana River Watershed. The watershed covers approximately 2,800 square miles with about 700 miles of rivers and major tributaries. More specifically, the Project site is located within Reach 4 of the Santa Ana River Watershed and the San Jacinto Valley Sub-Watershed. Runoff from the Project site would flow into the San Jacinto River (Reach 4) and eventually reach Canyon Lake and finally Lake Elinore far downstream of the site. The San Jacinto River originates in the San Jacinto Mountains and flows ±42 miles west to Lake Elsinore. During flooding and heavy storms, Lake Elsinore drainage overflows into the Temescal Wash via Temescal Creek (portion of the Elsinore Sub-Watershed) which extends north/northwest to its confluence with the Santa Ana River at the Prado Dam. **Table 10-1, *Downstream Receiving Bodies***, shows the three water bodies downstream of the Project site and their water quality restrictions under the Clean Water Act (CWA) Section 303 (d) – Impaired Receiving Waters. The designated beneficial uses of these waterways are part of the Santa Ana River Basin Plan which protects regional water quality.

Table 10-1
Downstream Receiving Bodies

Receiving Waters	U.S. EPA Approved CWA 303(d) List Impairments	Designated[1] Beneficial Uses
San Jacinto River Reach 4	None	AGR-GWR-REC1-REC2-WARM-WILD
Canyon Lake	Pathogens, Nutrients	MUN-AGR-GWR-REC1-REC2- WARM-WILD
Lake Elsinore	Nutrients, PCB's, Organic Enrichment/ Dissolved Oxygen, Sediment Toxicity, Unknown Toxicity	REC-1-REC2-WARM-WILD

[1] AGR=agriculture, GWR=groundwater recharge, MUN=municipal water supply, REC-1=contact recreation, REC-2=non-contact recreation, WARM=warm freshwater habitat, WILD=wildlife

The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan), last updated in February 2016, establishes water quality standards for groundwater and surface water in the basin, and standards for both beneficial uses of specific water bodies and the water quality levels that must be maintained to protect those uses. The Basin Plan includes an implementation plan describing actions by the Santa Ana RWQCB and others needed to achieve and maintain the water quality standards. The Santa Ana RWQCB regulates waste discharges to minimize and control their effects on the quality of the region's groundwater and surface waters. The Basin Plan lists water quality problems for the region along with their causes where they are known. Plans for improving water quality are included for water bodies with quality below the levels needed to enable all the beneficial uses of the water.

At present, the Project site is vacant and possesses a 100 percent pervious earthen surface. There are no on-site drainage improvements, and the existing site drainage pattern is to the west and northwest.

The Project (residential Tentative Tract 38107) is a proposed 215-lot single family subdivision on 38.15 acres located at the southwest corner of Sanderson Avenue and Ramona Boulevard in the City of San Jacinto. The site has been designed to drain to the northwest corner of the property. The Project proposes three landscaped lots and an infiltration basin to provide water quality and storm water management in the development. The basin has been designed based on the site-specific infiltration testing results outlined in the *Drainage Study*. The infiltration basin has been sized to accommodate surface runoff within the Project site under post-development conditions.

Construction Impacts

The Project site clearing and grading phases would disturb surface soils along with a modest amount of low lying vegetation, potentially resulting in erosion and sedimentation. If left exposed and with no vegetative cover, the Project site's bare soil would be subject to wind and water erosion. Three general sources of potential short-term, construction-related stormwater pollution associated with the proposed Project include: 1) the handling, storage, and disposal of construction materials containing pollutants; 2) the maintenance and operation of construction equipment; and 3) earth-moving activities which, when not controlled, may generate soil erosion via storm runoff or disturbance by mechanical equipment.

Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). This Project will require a NPDES permit from the State Water Resources Control Board. The City will not issue clearance for grading, recordation, or other final approval until the City determines the project has received an NPDES permit or is shown to be exempt.

Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and would ensure applicable water quality standards are appropriately maintained during construction of the proposed Project. The WQMP also indicates the Project will be covered by the Statewide Construction General Permit. Based on Project design and regulatory compliance, construction-related water quality impacts are less than significant, and no mitigation is required.

Operational Impacts

Development of the proposed residential Project would substantially increase the impervious area of the 35.18-acre site by replacing vacant land with associated paved streets, driveways, landscaping, and an onsite infiltration basin. Landscaping of front and back yards will contain various trees, shrubs, and ground covers. The site currently has 100% pervious surfaces and the *WQMP* indicates the site will have approximately 55% pervious (20.9 acres) and 45% impervious (17.25 acres) surfaces when completed. Based on Project design and regulatory compliance, water quality impacts related to Project operation are less than significant and no mitigation is required

The proposed Project development plan has been reviewed and conditioned by the City of San Jacinto Engineering Department and Building & Safety Department, among others, to reduce any potential impacts as listed above through site design. Since the Project involves more than one acre of ground disturbance, it is subject to NPDES permit requirements for the preparation and implementation of a project-specific Storm Water Pollution Prevention Plan (SWPPP). Adherence to NPDES permit requirements and the measures established in the SWPPP are routine actions conditioned by the City and will ensure applicable water quality standards are appropriately maintained during construction of the proposed Project.

In addition, the Project has prepared a *WQMP* pursuant to the requirements of the NPDES. These are standard conditions for the City and are not considered mitigation for CEQA implementation purposes.

At Project completion, the Project site will be covered mainly by private residences and streets an onsite infiltration basin, and landscaping. The *Drainage Study* and *WQMP* demonstrate that the Project will not contribute to erosion, siltation, or other water pollutants to downstream drainages. Therefore, the proposed Project will not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Any impacts will be less than significant, and no mitigation is required

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?			**X**	

Less Than Significant Impact

The Eastern Municipal Water District (EMWD) provides water to the Project site. EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies and presently operates its water supply system under a system permit issued by the California Department of Public Health. Presently, EMWD has four sources of water supply: 1) Potable groundwater; 2) Desalinated groundwater; 3) Recycled water; and 4) Imported water from MWD. According to 2015 figures, imported water accounts for approximately 46% of the total water supply, while local potable groundwater accounts for approximately 12%, desalted groundwater was approximately 6%, and recycled water is approximately 36%.

There is no direct evidence of depth to groundwater on the site although the Phase I *ESA* report indicates that groundwater depth is approximately 11.2 to 12.7 feet below ground surface a half mile northeast of the site.

The Project would be supplied with water by EMWD which uses imported water from MWD, local groundwater, and recycled water to meet its customer demands. Using imported surface water helps prevent overdraft of local groundwater basins. The proposed Project is consistent with the General Plan and zoning designations for the site (medium density residential). The EMWD's 2020 *UWMP* was based on the land uses of the City's General Plan, so the UWMP accounts for future growth like the proposed Project. The anticipated available water supply within EMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that EMWD has available capacity to serve the proposed Project without significant adverse impacts on area groundwater basins.

A groundwater recharge/storage program within the San Jacinto Basin has been developed by EMWD. It was concluded that the average percolation rate in these basins is 6.30 feet/day and it was determined that imported water can be successfully stored seasonally.

As stated above, local potable groundwater accounted for approximately 12% of the EMWD water supply in 2020, desalted groundwater was approximately 6%, and recycled water was approximately 36%. Most of the remaining water demands are met with imported water purchased from MWD. According to the *2020 RUWMP*, over 90% of the groundwater used in Metropolitan's service area is produced from adjudicated or managed groundwater basins.

No component of the proposed Project will deplete groundwater supplies beyond identified and planned capacities. The Project design, as depicted on the Project plans and Project-specific *WQMP*, will allow for water to percolate back into the ground and allow for groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project.

Therefore, implementation of the proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Any impacts are less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.i) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?			**X**	

Less Than Significant Impact

Please reference the discussion set forth in Threshold 10.b, relative to the Project design which will not substantially alter the existing drainage pattern of the site or the area. The existing onsite drainage is via sheetflow to the west-northwest and the Project will install an infiltration basin in the northwest corner of the site to collect runoff and provide passive water quality treatment and detention/infiltration. There are no streams, rivers or discernable drainage features within, contiguous to, or adjacent to the Project site.

Development of the proposed residential Project would substantially increase the impervious area of the 35.18-acre site by replacing vacant land with associated paved streets, driveways, landscaping, and an onsite infiltration basin. Landscaping of front and back yards will contain various trees, shrubs, and ground covers. The site currently has 100% pervious surfaces and the *WQMP* indicates the site will have approximately 55% pervious (20.9 acres) and 45% impervious (17.25 acres) surfaces when completed.

As set forth in the *Hydrology Study*, the ten-year storm runoff (Q_{10}) for the existing site is estimated to be 26.2 cubic feet per second (cfs) while the post-development Q_{10} runoff would be 37.8 cfs (+11.6 cfs). Similarly, the 100-year storm runoff (Q_{100}) for the existing site is estimated to be 42.1 cubic feet per second (cfs) while the post-development Q_{100} runoff would be 58.8 cfs (+16.7 cfs). The increased runoff will be accommodated in the onsite infiltration basin so there will be no net increase in offsite downstream runoff as a result of the proposed Project. The SWPPP and the WQMP will address and control potential erosion both in the short-term during construction and over the long-term during Project occupancy.

The proposed Project is not anticipated to significantly change the volume of flows downstream of the Project site and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the Project site.

Surface runoff will be discharged in conformance with Riverside County and City of Sann Jacinto requirements. The downstream drainage system will not need to be altered given the control of future surface runoff from the Project site. Implementation of the SWPPP and WQMP will ensure that the post-Project development of the site will not cause or result in substantial on- or off-site erosion or siltation. Any impacts will be less than significant, and with regulatory compliance, no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.ii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			**X**	

Less Than Significant Impact

The *Hydrology Study* estimates the ten-year storm runoff (Q_{10}) for the existing site to be 3.91 cubic feet per second (cfs) while the post-development runoff would be 6.79 cfs (+2.88 cfs). Similarly, the 100-year storm runoff (Q_{100}) for the existing site is estimated to be 12.31 cubic feet per second (cfs) while the post-development runoff would be 20.03 cfs (+7.72 cfs). The increased runoff will be accommodated in the onsite underground infiltration chambers so there will be no net increase in offsite downstream runoff as a result of the proposed Project.

Also, according to the *WQMP*, the design capture volume of the proposed infiltration basin is 44,467.9 cubic feet with a depth of 0.7 feet and the proposed volume of the basin is 129,098 cubic feet.

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) program and FIRMETTE website, the Project site and immediate surrounding area are designated as FEMA Flood Zone A (FIRM Map Panel 06065C1460H dated 8/18/14); reference **Figure 10-1, *FEMA Firmette Map***. This zone is defined as "Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs), or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply."

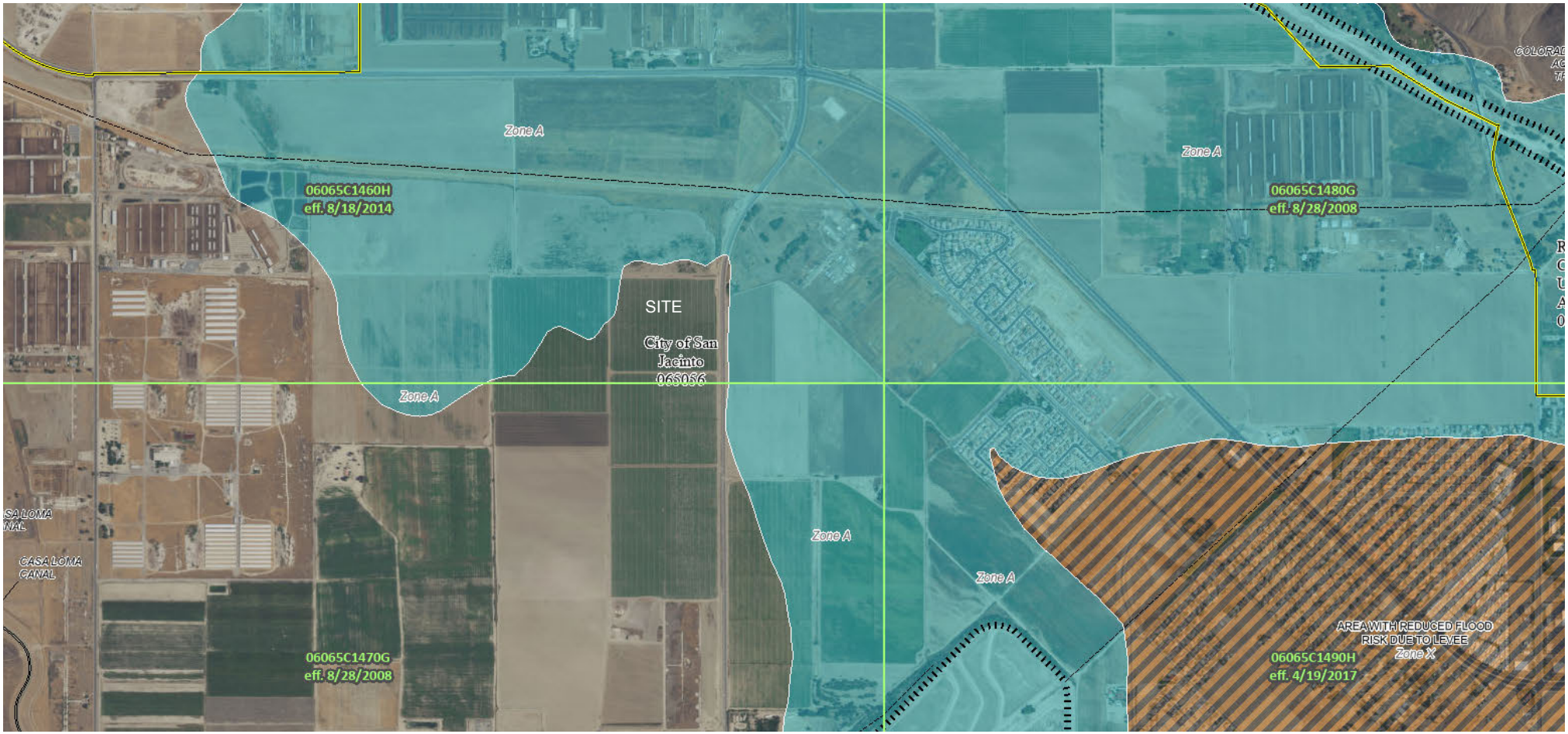
The Project involves a FEMA mapped floodplain so the City will require the applicant to provide studies, calculations, plans, and other information to meet FEMA flood protection requirements. The applicant must obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the Project and a Letter of Map Revision (LOMR) prior to occupancy. These requirements are part of a standard engineering condition of approval by the City which is considered regulatory compliance and not unique mitigation under CEQA.

The proposed Project will not alter the existing drainage pattern onsite but will maintain the existing offsite downstream drainage system through control of future discharges from the site through the infiltration basin which would prevent flooding onsite or offsite from occurring. The onsite drainage system will capture the incremental increase in runoff from the Project site associated with Project development.

Surface runoff will be discharged in conformance with NPDES, Riverside County, and City of San Jacinto requirements and as described in the *WQMP*. Thus, the implementation of onsite drainage improvements and applicable requirements included in the *WQMP,* and the *Hydrology Study* will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in substantial flooding on- or off-site. Impacts under this issue are considered less than significant with no mitigation required.

With implementation of standard City engineering conditions and the infiltration basin as part of the Project design, impacts related to the alteration of the existing drainage pattern in a manner that would result in on- or off-site flooding would be less than significant, and no mitigation is required.

FIGURE 10-1
FEMA FIRMETTE MAP



Source: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-117.12335821289037,33.7125318833218,-116.79102178710959,33.85520663102316

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iii) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			**X**	

Less Than Significant Impact

The proposed Project will alter the site such that stormwater runoff will be increased but will not impact the existing off-site downstream drainage system through control of future discharges from the site. The planned system of drainage improvements and the infiltration basin will prevent runoff from the site from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The *Hydrology Study* and *WQMP* determined the planned drainage system will capture and treat all runoff from the site.

This system is designed to capture the flows above the peak 100-year flow runoff from the Project site without development or otherwise be detained on site and discharged in conformance with Riverside County requirements. Without improvements, Project runoff may contain varying amounts of urban pollutants such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater. However, the proposed Project is not anticipated to generate discharges that would require pollution controls beyond those already designed into the Project and/or required by the City as a standard operating procedure to meet water quality management requirements from the RWQCB.

The City and County have adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. The City has identified BMPs that when implemented, can ensure that neither significant erosion and sedimentation, nor other water quality degrading impacts will occur as a result of developing the Project.

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the City and the RWQCB. The SWPPP and WQMP must incorporate the BMPs that meet the City's performance standards for both construction and occupancy stages of the Project. Thus, the implementation of onsite drainage improvements and applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant and no mitigation is required.

The proposed Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Any impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.iv) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?			**X**	

Less Than Significant Impact

As shown on **Figure 10-1**, the Project site is located within Zone A which is defined as "Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs), or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply."

Due to the small size of the site and scale of the planned improvements, development of this site is not anticipated to redirect or impede flood flows across the Project site, particularly given that surface flows on site will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the Project site or otherwise be detained on site and discharged in conformance with City and Riverside County requirements.

With adherence to the Project WQMP, the Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			**X**	

Less Than Significant Impact

As discussed above, the Project site is located within Zone A which represents an area of potential flooding under 100-year project storm conditions. The Project site is located over 45 miles from the nearest coastline (Pacific Ocean) and at an elevation of 1,466 feet above sea level. Therefore, the risk to the site associated with tsunamis is minimal. Similarly, the Project site not located adjacent to or downstream of an impounded body of water that could fail and result in flooding of the Project site. Therefore, the site would not be subject to impacts by dam failure or seiches (standing waves in enclosed water bodies), therefore, the risk of seiche impacting the proposed Project is minimal. Based on the above, the risk of pollutant release, due to Project inundation caused by a flood, tsunami, or seiche is minimal and less than significant impacts are anticipated.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Less Than Significant Impact

The Project *WQMP* has been prepared specifically to comply with the requirements of the City of San Jacinto and the County of Riverside for Ordinance No. 754.2 which includes the requirement for the preparation and implementation of a project-specific WQMP to address long-term water quality impacts. The Project must also provide a SWPPP to address potential surface water impacts during construction. The Project site is located in the Santa Ana River Watershed, within the jurisdiction of the Santa Ana Regional Water Quality Control Board, where discharges from Riverside County's Phase I MS4s are regulated through the Riverside County MS4 Permit (Order No. R8-2010-0033 NPDES No. CAS618033, as amended by Order No. R8-2013-0024) pursuant to section 402(p) of the Federal Clean Water Act.

The proposed residential Project site overlies the San Jacinto Groundwater Basin[5] which is considered high priority by the Sustainable Groundwater Management Act (SGMA) and Department of Water Resources (DWR). However, the basin is not considered to be critically overdrafted and is currently being managed by the Hemet-San Jacinto Watermaster which was formed in 2013. A Groundwater Sustainability Plan (GSP) is required to be developed for this basin by 2022 and implemented by 2042. The GSP will document basin conditions and basin management will be based on measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. Water consumption and effects in nearby basins indicates that the proposed Project's water demand is considered to be less than significant. By controlling water quality during construction and operations through implementation of both short- (SWPPP) and long- (WQMP) term best management practices at the site, no potential for conflict or obstruction of the Regional Board's water quality control plan has been identified.

The Project *Water Quality Management Plan (WQMP)* has been prepared specifically to comply with the requirements of the City of San Jacinto and the NPDES Areawide Stormwater Program requiring the preparation of a WQMP. Implementation of the provisions of the *WQMP* will ensure that this plan is amended as appropriate to reflect up-to-date conditions on the site consistent with Riverside County's Municipal Storm Water Management Program and the intent of the NPDES Permit for Riverside County and the incorporated cities of Riverside County within the Santa Ana Region. This Project will require a NPDES permit from the State Water Resources Control Board. The City will not issue clearance for grading, recordation, or other final approval until the City determines the project has received an NPDES permit or is shown to be exempt.

The Project site is located in the Santa Ana Region Watershed, within the jurisdiction of the Santa Ana Regional Board, where discharges from the City of San Jacinto/Riverside County's Phase I MS4s are regulated through the MS4 Permit (Order No. R8-2010-0036 NPDES Permit No. CAS618036), pursuant to Section 402(p) of the Federal Clean Water Act.

[5] https://gis.water.ca.gov/app/bbat/

With adherence to, and implementation of the conclusions and recommendations set forth in the *WQMP,* the Project site development plan will not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Any impacts will be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

11. LAND USE AND PLANNING.

Source(s): **Figure 8, *Aerial Photo***; **Figure 3, *General Plan Land Designations***, and **Figure 4, *Zoning Classifications***, provided in Section I. of this Initial Study; *Western Riverside County Habitat Assessment and MSHCP Consistency Analysis City of San Jacinto, County of Riverside, California APN: 432-030-012*, prepared by RCA Associates, Inc., 10-5-2021 (*HA/MSHCP*, **Appendix B**); and City of San Jacinto General Plan.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				**X**

No Impact

The Project site consists of a generally flat topography with an elevation range of approximately 1,460 feet and 1,464 feet AMSL. Per the *HA/MSHCP*, vacant land borders the site north, south, east, and west, with one residential unit occupying the northeast boundary of the site. The site is heavily disturbed where it is being used for agricultural use and appears to have been used for agriculture use for the last few decades. Upon field inspection on June 9, 2021, biologists from RCA Associates, Inc. observed two trucks on the property spreading manure in a north to south direction across the entire site. The site consists predominantly of perennial ryegrass (*Lolium perenne*), which covers most of the property.

Land uses surrounding the site include both vacant and developed land zoned for residential, commercial, business, and employment uses, per SP-G Gateway, SP91-04 and well as lands to the east designated Medium High Density Residential (MHDR) and Very High Density Residential (VHDR). Reference **Figure 8, *Aerial Photo***, provided in Section I. of this Initial Study.

In addition, the Project does not propose construction of any roadway, permanent flood control channel, or other structure that will physically divide any portion of the community. No impact will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect?		**X**		

Less Than Significant with Mitigation Incorporated

According to Figure LU-1, General Plan Land Use Policy Map, the project site is has a land use

designation of MDR (Medium Density Residential, 5.1 to 10 dwelling units per acre). Per Table LU-2, Land Use Classification System of the Land Use Element:

> "**MEDIUM DENSITY RESIDENTIAL (MDR).** Allows up to 10 dwelling units per acre for the development of single family attached and detached units, duplexes, triplexes, fourplexes, townhouses, condominiums, as well as mobilehome parks."

According to the Zoning Map, the project site is designated RM. Per Chapter 17.215.010.D – Purposes of Residential Zones, of the Zoning Code:

> "**RM (Residential, Medium Density) Zone**. The RM zone is applied to areas appropriate for neighborhoods with a variety of housing types located in proximity to parks, schools, and public services. The housing types range from attached and detached single-family residential dwelling units, duplexes, triplexes, fourplexes, condominiums, townhomes, mobile home parks, recreational vehicle parks, as well as accessory structures and uses. The RM zone may also allow limited neighborhood serving commercial uses on small appropriately located individual parcels or in small pedestrian-oriented neighborhood centers, public facilities, and other uses that are compatible with medium density neighborhoods. This zone allows a density ranging from 5.1 to 10.0 dwelling units per net acre. The RM zone is consistent with the Medium Density Residential (MDR) land use designation of the General Plan."
>
> The City's General Plan also contains goals and policies that are applicable to the proposed Project. The City, through exercising its independent review, has determined that the proposed Project would be consistent with these applicable policies in the City's General Plan. No impacts are anticipated with the General Plan.
>
> As discussed in Section 6(f), Biological Resources, of this Initial Study, the proposed project must comply with biological aspects of the Western Riverside County MSHCP, which is the local/regional habitat conservation plan. Specifically, the *Habitat Assessment and MSHCP* evaluated the proposed project with respect to the project's compliance with MSHCP Reserve Assembly Requirements (Section 6.1.1); Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools (Section 6.1.2); Protection of Narrow Endemic Plant Species (Section 6.1.3); Guidelines Pertaining to the Urban/Wildlands Interface (Section 6.1.4), and Additional Survey Needs and Procedures (Section 6.3.2).
>
> The project site is located within the MSHCP Additional Survey Areas for Burrowing Owl, and the southwest corner of the site falls under the Narrow Endemic plant species and includes as: Munz's onion, San Diego ambrosia, Many-stemmed dudleya, Spreading navarretia, California Orcutt grass, and Wright's trichocoronis according to the MSHCP. Furthermore, no surveys will be required for amphibians, CriteriaArea Species, mammals, invertebrates, or Special Linkage Areas.
>
> Focused surveys were conducted for burrowing owls and for the endemic plant species. No burrowing owls or burrowing owl signs,nor any species protected under the RCA Narrow Endemic Plant species were observed during theJune 9, 2021 surveys. The project site is highly disturbed and has been used for agricultural purposes for approximately the last two decades. Due to the high disturbance of the project site, and the dominant number of invasive species occurring on the project site, it is unlikely that burrowing owls or endemicplant species will occur on the project site.
>
> However, potential impacts to nesting birds can be eliminated or significantly reduced if

vegetation suitable for nesting birds is removed outside of the nesting bird season. **Mitigation Measures MM-BIO-1** through **MM-BIO-3** shall be implemented to avoid any potential direct impacts to BUOW and nesting birds.

Therefore, the Project will not result in a land use significant environmental and use impact due to a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction adopted for the purpose of avoiding or mitigating an environmental effect. With the incorporation of **Mitigation Measures MM-BIO-1** through **MM-BIO-3**, project impacts will be reduced to a less than significant level.

Mitigation Measures

MM-BIO-1 A pre-construction survey for BUOW shall be conducted by a qualified biologist within 30-days of Project-related construction activities (i.e., grubbing, grading, etc.) following accepted protocols. If BUOW have colonized the Property prior to the initiation of Project-related construction activities, the Applicant should immediately inform the City and CDFW and would need to coordinate further with the CDFW including the possibility of preparing a BUOW Protection and Relocation Plan, prior to initiating ground disturbance. **MM-BIO-1** shall be conducted to ensure that a BUOW will not be directly impacted (i.e., killed, burrow site removal, etc.) or indirectly impacted (i.e., disturbance altering regular behavior such as excessive noise, increased and regular human presence, etc.) by Project-related construction activities.

MM-BIO-2 If Project-related construction activities occur during the avian nesting season (typically February 1 to August 31), a pre-construction survey for nesting birds should be conducted within 3-days of Project-related construction activities by a qualified biologist. If active nests are detected during the pre-construction survey, then a no disturbance buffered distance from the nest, depending on the species/type of bird, shall be established by a qualified biologist. **MM-BIO-2** shall be conducted to ensure that an active nest will not be directly impacted (i.e., eggs destroyed, nestlings/fledglings killed or removed, etc.) or indirectly impacted (i.e., disturbance altering regular behavior potentially causing nest abandonment, nest failure, etc.) by Project-related construction activities.

MM-BIO-3 If BUOW and/or active nests are detected in areas within the Project area where Project-related construction activities could have an indirect impact, it is recommended that a qualified biological monitor be onsite during construction activities to monitor bird behavior to ensure no negative effects occur from Project-related construction activities, and to ensure that construction activities do not enter the no disturbance buffer(s). The biological monitor will have the authority to cease Project-related construction activities if indirect impacts are observed.

12. MINERAL RESOURCES.

Source(s): *Resource Management Element, San Jacinto General Plan, May 2006*, (*RME-SJGP*); and Google Maps.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**

No Impact

The California Surface Mining and Reclamation Act of 1975 (SMARA) requires that all cites address significant aggregate resources, classified by the State Geologist and designated by the State Mining and Geology Board, in their General Plans. SMARA was enacted to promote conservation and protection of significant mineral deposits. Therefore, the General Plan establishes protection of these resources through the use of special land use designations.

The law provides for significant aggregate resources to be recognized and considered before land use decisions are made that may compromise the availability of these resources. The State Geologist classifies lands in California based on geological factors, without regard to existing land use and land ownership. Because available aggregate construction material is limited, four designations have been established for the classification of sand, gravel, and crushed rock resources:

- MRZ-1 Mineral Resource Zone: No significant mineral deposits are present or likely to be present.
- MRZ-2 Mineral Resource Zone: Significant mineral deposits are present or there is a high likelihood for their presence.
- MRZ-3 Mineral Resource Zone: The significance of mineral deposits cannot be determined.

These mineral resource designations are intended to prevent incompatible land use development in areas determined to have significant mineral resource deposits. Permitted uses within a designated area of regional significance include mining, uses that support mining such as smelting and storage of materials, or uses that will not hinder future mining, such as grazing, agriculture, and low-intensity recreation.

According to the *RME-SJGP* – Mineral Resources:

> "No portion of the Planning Area is located in a significant mineral resource area (MRZ-2) as identified on maps prepared by the Department of Conservation Division of Mines and Geology. However, the Riverside County General Plan identifies sand and gravel and limestone resources in the eastern portion of the Planning Area, east of the San Jacinto River. Rock and granite products are also located in the eastern hillsides. The most significant mineral extraction operation in the Planning Area was the Quandt Borrow Pit located on a 160-acre site in the northern portion of the Planning Area along the San Jacinto River; however, the Quandt Borrow Pit is no longer in operation."

The Project site is located westerly of the San Jacinto River; and is therefore not located in proximity to those identified resources. In addition, the Project site has not been used historically for mining operations. Lastly, the Project site is located in an area that either developed or planned to be developed with non-mining uses.

Therefore, the Project will not 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. No impacts will occur.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

Please reference the discussion in Threshold 12.a. The Project will not 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. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

13. NOISE.

Source(s): *TTM 38107 – Noise Review Letter – San Jacinto*, prepared by MD Acoustics, 7-27-2021 (*Noise Study*, **Appendix I**); *Sanderson Ranch Traffic Impact Analysis, City of San Jacinto*, prepared by TJW Engineering, Inc., 3-17-2022 (*TIA,* **Appendix K1**); San Jacinto General Plan, *Noise Element*; San Jacinto Municipal Code (SJMC), *Noise Ordinance*, Section 8.40.040, Noise Control; and **Figure 8, *Aerial Photo***, in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *Noise Study*, unless otherwise noted.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			**X**	

Less Than Significant Impact

Fundamentals of Noise

This section provides basic information about noise and presents some of the terms used in this Section. Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted. A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). Sound pressure level (SPL or Lp) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated as dB.

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. The A-scale weighing is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. Because decibels are a logarithmic scale, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. The overall noise environment of an area can be characterized by the Community Noise Equivalent Level (CNEL) which carries

"penalties" for nighttime noise which is typically considered more intrusive especially in suburban and rural settings*:* 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 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2 – 6 wheels) and heavy truck percentage (3 axles and greater), and sound propagation conditions. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume of noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB.

Sensitive Receptors

Noise impacts are most severe on certain individuals or groups of persons such as the young, the old, and the sick. Land uses that house these sensitive persons are referred to as sensitive receptors (e.g., residential uses, hospitals, day care centers, etc.). Noise assessments typically identify the closest sensitive receptor to a project site and then calculate the maximum noise levels at that location (for both construction and operation) as a "worst case" or conservation assessment of potential noise impacts.

City Standards

The City outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code. Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element. To control stationary source (non-transportation related) noise impacts, the City has adopted guidelines as part of a noise control ordinance. For the purpose of this Project, the noise impacts associated with stationary sources are controlled by the City's Noise Ordinance (Chapter 8.40.040 of the City's general noise control standards). The General Plan and Noise Ordinance both identify noise limits for residential uses at 65 dBA from 7 am to 10 pm and 45 dBA from 10 pm to 7 am.

Although the City's General Plan is currently being updated, it will be some time before a new adopted General Plan is available. The current General Plan Noise Element contains Goals 1-3 and their attendant policies to help protect City residents form noise. The Noise Element requires new development to be reviewed for noise impacts under CEQA. Any proposed development located within a 60 dB or higher noise contour (per Figures N-1 and N-2) shall be reviewed for potential noise impacts and compliance with the noise and land use compatibility standards. The thresholds established in the Noise Element, Noise Ordinance, the Noise Contours Maps (Figure N-2), and Tables N-2 and N-3 of the Noise Element will be used to determine the significance of impacts. If potential impacts are identified, mitigation in the form of noise reduction designs/structures (e.g., landscaped berms, barriers, walls, enhanced parkways, increased setbacks) will be required to reduce the impact to a level less than significant, where feasible.

In addition, the Noise Element requires all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Noise Ordinance) in order to reduce impacts associated with temporary construction noise to the extent feasible. The *SJMC* Section 8.40.090, Construction Activity Noise Regulations, states...

> A. Weekdays and Saturdays. No person shall engage in construction, remodeling, digging, grading, demolition or any other related building activity, nor shall operate any tool, equipment or machine, on any weekday or Saturday except between the hours of seven a.m. and seven p.m.

B. Sundays and Holidays. No person shall engage in construction, remodeling, grading, demolition or other related building activity, nor shall operate any tool, equipment or machine, on any Sunday or any federal holiday.

Construction Noise Impacts

The degree of construction noise varies depending on the phase of construction and type of construction activity. Activities typical of residential development are clearing and grubbing, rough and fine grading, framing and rough construction, pouring concrete for curbs and driveways, and paving streets. The Environmental Protection Agency (EPA) has compiled data regarding the noise generation characteristics of typical construction activities. The data is presented in **Table 13-1, *Typical Construction Noise Levels*** and shows that typical construction equipment can have noise impacts over 90 decibels. The table indicates noise from equipment typical of residential development could range up to 95 dBA for tractors and earthmoving equipment within 50 feet of the property line. However, the closest receptor to the site is 150 feet east of the northeast corner of the site, so most of the grading and construction activities would not occur in proximity to this receptor location.

Typically, the human ear can barely perceive the change in the noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. For purposes of this analysis, a significant change in the ambient noise at the nearby residential unit is considered 5dB.

According to the San Jacinto Municipal Code (*SJMC*), Section 8.40.040, *Noise Control*, the City sets noise limits for residential uses of 65 dBA during the day (from 7 am to 10 pm) and 45 dBA during the night (from 10 pm to 7 am). In addition, the *SJMC* limits construction activities to Monday through Saturday from 7 am to 7 pm. No construction can take place outside of those hours.

The nearest sensitive land use is a single family residence located approximately 150 feet to the east across Sanderson Avenue near the northeast corner of the Project site. At this distance, Project-generated noise levels across the entire site would be attenuated by distance, although earthmoving activities near the northeast corner of the site would result in temporarily elevated noise levels at the sensitive receptor. Noise impacts on this receptor will be of short duration and will terminate once the construction phase of the Project is completed. As long as Project construction adheres to the hours identified in the *SJMC*, there will be no significant impacts to the nearest residential use from construction.

Table 13-1
Typical Construction Noise Levels[1]

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
Other	
Vibrators	68 - 82
Saws	71 - 82

[1] Referenced Noise Levels from the Environmental Protection Agency (EPA)

Based on the location of construction activities and the distance to the closest sensitive receptor, the Project will not result in a substantial increase in ambient noise levels in the during construction. In addition, the Project will adhere to construction limitations outlined in the *SJMC*. Therefore, the will be less than significant construction noise impactsand no mitigation will be required.

Operational Impacts

Exterior Traffic Noise Levels

Traffic noise from the local roadway network was evaluated and compared to the City's Exterior Noise Standard. Per the City's Exterior Noise Standard (Table N-1 from the City's General Plan, Noise Element), single-family residential noise limit is 65 dBA CNEL. With the incorporation of a 6-foot tall wall the exterior level will be 64.5 dBA CNEL on the first floor and 70.4 dBA CNEL on the second floor. The exterior level at the backyard will comply with the City's 65 dBA CNEL limit.

Interior Traffic Noise Levels

The future interior noise level was calculated for the sensitive receptor locations using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. **Table 13-2, *Future Interior Noise Levels (dBA CNEL)*** indicates the first and second floor interior noise levels for the project site.

Table 13-2
Future Interior Noise Levels (dBA CNEL)

Location	Roadway Noise Source	Exterior FacadeStudy Location	Noise Level at Building Facade	Interior Noise Reduction Required to Meet Interior Noise Standardof 45 dBA CNEL	Interior Noise Level w/ Typical Residential Windows (STC≥ 25)		STC Rating forWindows Facing Subject Roadway[3]
					Window Open[1]	Windows Closed[2]	
1st Row Units Along Sanderson Ave	Sanderson Ave	1st Floor	65	20	53	45	28
		2nd Floor	70	25	58	45	28

1. A minimum of 12 dBA noise reduction is assumed with a "windows open" condition.
2. Assumes "windows closed" condition.
3. Indicates the required STC rating to meet the interior noise standard.

As shown in **Table 13-2**, the interior noise level will range from 53 to 58 dBA CNEL with the windows open and 45 dBA CNEL with the windows closed.

Offsite operational noise impacts are less than significant, and mitigation is not required; however, there may be onsite noise impacts from local traffic (i.e., along Sanderson Avenue) that will require specific design features added to the Project. The *Noise Study* indicated that a six-foot block wall was required along Sanderson Avenue for this purpose. In addition, all first-row residential units directly adjacent to Sanderson Avenue will require Sound Transmission Class 28 (STC-28) windows or higher to protect Project residents from noise along Sanderson Avenue.

Based on the preceding analysis, the Project will not result in the 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. Project impacts will remain less than significant, and no mitigation is required.

Would the Project result in?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generation of excessive groundborne vibration or groundborne noise levels?			**X**	

Less Than Significant Impact

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes

on shelves. One common measure of vibration is the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically measured in inches per second. Another common measure of vibration is decibels (similar to noise) indicated as VdB.

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

Construction Impacts

The construction of the proposed Project is not expected to require the use of substantial vibration inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during construction of the Project would be from bulldozer activity during site preparation and grading, loading trucks during excavation, and vibratory rollers during paving. Vibratory rollers would only be used on the paved surface areas of the site, approximately 275 feet from the nearest structures. **Table 13-3, *Typical Construction Vibration Levels***, shows the vibration levels of equipment typically used during residential construction.

Table 13-3
Typical Construction Vibration Levels[1]

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration (VdB) at 25 feet
Vibratory Roller	0.210	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

The worst-case vibratory impacts from site construction are estimated to be 0.21 PPV (in/sec) or 94 dBA from vibratory rollers at the northeast property line (both at 25 feet). However, the nearest sensitive receptor is approximately 150 feet east of and across Sanderson Avenue from the Project site, so actual vibration levels will be significantly reduced. Therefore, the annoyance potential of vibration from construction activities would be “barely perceptible” and no potential injury or damage is expected to as a result of Project construction. Impacts would be less than significant, and no mitigation is required.

Operational Impacts

Vehicle movement on improved roadways does not generate substantial vibration impacts to the level of human annoyance or building damage. Therefore, potential vibration impacts of Project occupancy will be less than significant.

Based on the preceding analysis, Project construction and operation would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. Any impacts will be less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

The Project site is situated in the northern portion of the City of San Jacinto and there are no public use airports or private airfields within two miles of the site, nor is it within the land use plan boundary of any airport in the County. Therefore, the Project will have no impacts on or be impacted by any airport or airstrip that would result in significant noise impacts on future Project residents. There will be no impacts.

Mitigation Measures

No mitigation measures are required.

14. POPULATION AND HOUSING.

Source(s): Department of Finance website; Southern California Association of Governments Demographics & Growth Forecasts Technical Report (September 3, 2020); Southern California Association of Governments Profile of the City of San Jacinto (May 2019); and **Figure 8, *Aerial Photo*** in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			**X**	

Less Than Significant Impact

According to the Department of Finance population estimates, the City of San Jacinto had a population of 51,269 as of January 1, 2021SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Adopted Growth Forecast projects an estimated population of 69,900 by the year 2045. According to the SCAG RTP/SCS, San Jacinto had an employment base of 6,900 in 2016 and is projected to increase to 13,100 by the year 2045.

The SCAG 2019 Local Profile for the City of San Jacinto indicates that the average household size is 3.5 persons. As such, the development of 215 single-family residences is anticipated to house 753 persons. The potential for an additional 753 residents within the City of San Jacinto is considered less than significant as the project represents only about 1.07% of the potential growth anticipated between the present population and the City's projected build-out population.

The Project is consistent with the General Plan Land Use designation and zoning classification for the site. Any direct increases in population as a result of the Project are insignificant as they are within the growth assumptions estimated by SCAG for the City of San Jacinto General Plan. No new expanded infrastructure is proposed that could accommodate additional growth in the area that is not already possible with existing infrastructure. Therefore, the Project will not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Impacts will be less than significant an no mitigation will be required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				**X**

No Impact

The Project site is currently vacant. There is no existing housing (or residents) on the Project site. The Project will not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impacts will occur.

Mitigation Measures

No mitigation measures are required.

15. PUBLIC SERVICES.

Source(s): City of San Jacinto General Plan, *Community Services and Facilities Element* and *Public Safety Element.*

Analysis of Project Effect and Determination of Significance:

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Fire protection?			**X**	

Less Than Significant Impact

Fire prevention, fire suppression, and emergency medical assistance (EMA) services within the City of San Jacinto are provided by the Riverside County Fire Department (RCFD). RCFD has two stations within the City of San Jacinto: Station 25 at 132 S San Jacinto Avenue and Station 78 at 12450 W. Cottonwood Avenue.

The nearest fire station to the Project site is RCFD Fire Station No. 78 located approximately two (2) miles south/southwest of the Project site.

The proposed Project will contribute an incremental increase in demand for fire services, but it is not anticipated to require the construction of additional fire protection facilities, or the alteration/expansion of existing station facilities, given the relatively modest nature of the Project and its proximity of Station No. 78.

The Project site's development plan complies with the underlying land use designation set forth in the City's General Plan and Zoning Map.

Funding for the RCFD is obtained from various sources, including the City of San Jacinto's general fund (operational), Development Impact Fees (DIF) (capital improvements, equipment), and other sources.

Although the Project is in the city limits of the City of San Jacinto, the City of San Jacinto has adopted Riverside County's DIF (County Ordinance No. 659) program.

As of November of 2021, development within the Riverside County San Jacinto Area Plan, all single-family residential development pays $4,059 per residential building permit, of which $694 is allocated for Fire Protection services. Payment of DIF is a standard condition and is not considered unique mitigation under CEQA. In addition, the proposed Project would be required to be constructed consistent with current fire regulations and provide fire safety features.

Compliance with the applicable design requirements and payment of its full, fair share of infrastructure costs would ensure that the proposed Project would not adversely impact current fire protection services.

Prior to any site development or future Project approvals, all plans for the proposed Project would be required to be submitted to the Riverside County Fire Department for review and verification that they conform to all pertinent fire standards and requirements. The proposed residential Project will be required to have fire sprinklers throughout the structure as well as a dedicated fire protection water line.

The Project's proposed construction of new commercial facilities will be reviewed and conditioned so as not to cause significant environmental impacts, maintain acceptable service ratios, response times, and/or other performance objectives for fire services. The proposed Project will contribute an incremental increase in demand for fire services, but it is not anticipated to require the construction of additional fire protection facilities, or the alteration/expansion of existing station facilities.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide fire protection services to a greater degree than was anticipated in the General Plan.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times and other performance objectives for fire protection. Any impacts are considered less than significant, and no mitigation will be required.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Police protection?			**X**	

Less Than Significant Impact

Police protection services within the City of San Jacinto are provided by the Riverside County Sheriff's Department (RCSD).

The Project site's development plan complies with the underlying land use designation set forth in both the General Plan and Zoning Map.

The proposed Project will contribute an incremental increase in demand for police services, but it is not anticipated to require the construction of an additional police station facility, or the alteration/expansion of existing station facilities, given the Project site characteristics currently served by the existing police force.

In addition, the proposed Project itself, as a residential component, is expected to incrementally affect police services as it would increase population, and the development of the proposed Project is not likely to substantially increase crime potential.

Funding for the RCSD is obtained from various sources, including the City of San Jacinto's general fund (operational), DIF (capital improvements, equipment), and other sources.

Although the Project is in the city limits of the City of San Jacinto, the City of San Jacinto has adopted Riverside County's DIF (County Ordinance No. 659) program.

As of November of 2021, Development within the Riverside County San Jacinto Area Plan, all single-family residential development pays $4,059 per residential building permit, of which $1,269 is allocated for Fire Protection services. Payment of DIF is a standard condition and is not considered unique mitigation under CEQA.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide police protection services to a greater degree than was anticipated in the General Plan.

Based on the above, the proposed Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times and other performance objectives for police protection. Any impacts are considered less than significant, and no mitigation is required.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
c) Schools?			**X**	

Less Than Significant Impact

The Project site is located within the San Jacinto Unified School District (SJUSD). The proposed Project is subject to the payment of fees for school facilities pursuant to Senate Bill 50. Additionally, since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide fire protection services to a greater degree than was anticipated in the General Plan. Impacts would therefore be less than significant, and no mitigation is required.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Parks?				X

Less Than Significant Impact

The proposed new residences would generate additional demand for recreational facilities. The Project proposes a private recreational amenity but would be required to pay applicable Quimby Act fees to offset the Project's increased public parkland needs. The fees are used to acquire and develop new parkland in the City as well as upgrade and refurbish existing parks and recreational programs. The fees are considered regulatory compliance and not unique mitigation under CEQA.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite private facilities and the payment of in lieu fees will help reduce potential impacts to less than significant levels. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact recreational facilities to a greater degree than was anticipated in the General Plan.

Additionally, the Project provides a private community / recreation center within the middle of the development for the enjoyment of its future residents. Any impacts will be less than significant impact and no mitigation is required.

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Other public facilities?			X	

Less Than Significant Impact

The expansion of public services such as libraries or hospitals will not be required. The proposed Project will result in an incremental, yet not significant increase the demand of such services.

As the City's population grows, new medical facilities will be required to provide health

and medical services for an expanded population. Since the Project as proposed is consistent with the existing City's General Plan land use designation, the proposed Project would not impact the City/County-wide health and medical facilities to a greater degree than was anticipated in the General Plan.

The City of San Jacinto has adopted the development impact fee schedule as prescribed in Riverside County Ordinance No. 659. Payment of these fees is not considered mitigation.

Impacts to library services are typically attributable to residential development. A portion of the Development Impact Fees (DIF) that are paid during the course of development will be allocated to library services. Therefore, the proposed residential Project will result in a very limited impact to library services.

A less than significant impact will occur to libraries and health services as a result of the Project. No mitigation will be required.

Mitigation Measures

No mitigation measures are required.

16. RECREATION.

Source(s): California Assembly Bill NO. 1191, *"Quimby Act"*; and Project Plans (**Appendix J**).

Analysis of Project Effect and Determination of Significance:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**	

Less Than Significant Impact

The proposed new residences would generate additional demand for recreational facilities in the City. The Project proposes a private recreational amenity but would be required to pay applicable Quimby Act fees to offset the Project's increased public parkland needs. The fees are used to acquire and develop new parkland in the City as well as upgrade and refurbish existing parks and recreational programs. The fees are considered regulatory compliance and not unique mitigation under CEQA.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite private facilities and the payment of in lieu fees will help reduce potential impacts to less than significant levels. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment.

The developer of this Project will be required to pay impact fees to the Valley Wide Recreation and Park District in accordance with the Quimby Act. The payment of development impact fees or Quimby Act fees are considered standard process, and not considered unique mitigation under CEQA. Additionally, this Project is potentially the first in this area of the City to be constructed, and therefore, the proposed Project will not increase the use of existing neighborhood and regional parks, or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Additionally, it should be noted that the Project will provide a pool / recreation center to be located in the central portion of the Project as well as other open space areas. The recreation areas shown on the Project plans will be of a sufficient size and nature to adequately service this Project.

With the payment of Quimby fees and the establishment of the private recreation center, impacts will be less than significant. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 16.a. The Project will provide a pool / recreation center to be located in the central portion of the Project. The recreation areas shown on the Project plans will be of a sufficient size and nature to adequately service this Project.

The Project could indirectly result in the need for construction or expansion of recreational facilities as the population of the Project increased. However, the combination of onsite private facilities and the payment of in lieu fees will help reduce potential impacts. Therefore, the Project will not require the construction or expansion of recreational facilities which would have an adverse physical effect on the environment. Impacts will therefore be less than significant and no mitigation will be required.

Mitigation Measures

No mitigation measures are required.

17. TRANSPORTATION.

Source(s): Development Impact Fees (DIF); Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program; *Sanderson Ranch Traffic Impact Analysis, City of San Jacinto*, prepared by TJW Engineering, Inc., 3-17-2022 (*TIA*, **Appendix K1**); *Sunterra Ranch Vehicle Miles Traveled (VMT) Analysis, City of San Jacinto*, prepared by TJW Engineering, Inc., 3-17-2022 (*VMT Memo*, **Appendix K2**); City of San Jacinto Trails Master Plan; Project Plans (**Appendix J**); and **Figure 3, *General Plan Land Use Designations***, **Figure 4, *Zoning Classifications***, and **Figure 8, *Aerial Photo***, in Section I. of this Initial Study.

Analysis of Project Effect and Determination of Significance:

Note: Any tables or figures in this section are from the *TIA and/or VMT Memo*, unless otherwise noted.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			**X**	

Less Than Significant Impact

Although the vehicle miles traveled (VMT) methodology is now applied in evaluating potential transportation impacts of a project, the City's General Plan identifies standards for maintaining an adequate level of service (LOS) for County streets and intersections. To evaluate Project consistency with the General Plan Circulation Element, a Traffic Analysis was prepared for the Project. As previously stated, to be consistent with the 2020 CEQA Guidelines, LOS analysis is not required for purposes of this Initial Study impact analysis.

The proposed project consists of 215 single-family residential homes. The project site is currently zoned as Residential, Medium Density (RM) and classified as MDR (Medium Density Residential) Land Use in the City of San Jacinto General Plan Land Use Map. The project site is currently vacant. The proposed project land use is permitted in the zone and does not require a zone change or General Plan amendment.

The proposed project is anticipated to be built and generating trips in 2023. A growth rate of 2% was used to account future traffic volumes. The proposed project is projected to generate 159 total AM peak hour trips, 213 total PM peak hour trips and 2,030 total daily trips. The following intersections in the vicinity of the project site were included in the *TIA* intersection LOS analysis:

1. Sanderson Avenue/Ramona Expressway
2. Sanderson Avenue/Ramona Boulevard
3. Sanderson Avenue/Cottonwood Avenue
4. Sanderson Avenue/North Project Driveway
5. Sanderson Avenue/Ramona Boulevard

The study intersections and roadway segments were analyzed for the following study scenarios:

- Existing Project Baseline (2021) Traffic Conditions;
- Opening Year (2023) Without Project Conditions (Existing + Ambient + Cumulative);
- Opening Year (2023) With Project Conditions (Existing + Ambient +Cumulative + Project)

The study intersections are currently operating and are expected to operate at an acceptable LOS during the AM and PM peak hours with the exception of the following intersection:

- #1 – Sanderson Avenue/Ramona Expressway (AM Peak Hour).

Intersection #1 Sanderson Avenue/Ramona Expressway has an existing LOS F for the AM peak hour without project traffic. Intersection #1 also does not delay by more than 5.0 or more seconds which does not cause an impact nor a reason to improve the intersection.

Intersection #4 proposes a deceleration lane heading southbound, the driveway at intersection #4 is proposed to be a right in and right out only.

Intersection #5 proposes a traffic signal, the driveway at intersection #5 is proposed to be a full access driveway.

As a project condition of approval, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of San Jacinto General Plan or as directed by the City Engineer.

In addition, sight distance at each project access point shall be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping and street improvement plans.

Lastly, signing/striping should be implemented in conjunction with detailed construction plans for the project site. Impacts will be less than significant. and no mitigation will be required.

Transit.
The City of San Jacinto is served by the Riverside Transit Agency (RTA) which provides local and regional busservice throughout Riverside County. The nearest transit bus stop is located southwest of the proposed project on Cottonwood Avenue approximately two and a half a mile from the project site. Impacts will be less than significant. and no mitigation will be required.

Bicycle and Pedestrian Trails.
According to Figure 4-1: Proposed Projects Map of the City of San Jacinto Trails Master Plan, Sanderson Avenue is designated as a Class I Multi-Use Path on the project's easterly boundary. With the installation of these improvements as part of the Project, any impacts will be less than significant. and no mitigation will be required.

Roadways.

Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the County's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program was adopted in March 2011.

Local agencies are required to maintain the minimum level of service (LOS) thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required. The Project could conflict with the CMP if the Project were to cause the CMP facility to operate at an unacceptable LOS.

Table 2 of the *TIA* demonstrates that during weekday conditions, the proposed Project would generate 2,030 trips per day including 159 AM peak hour trips and 213 PM peak hour trips. While the Project does represent an increase in trips, this increase is not considered cumulatively considerable due to the relatively small percentage increase in regional trips it represents.

The Project will be required to pay its Transportation Uniform Mitigation Fee (TUMF) and Development Impact Fees (DIF) which will collectively help reduce overall impacts to the transportation system (i.e., roads and intersections).

Based on this information, the Project will not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?		**X**		

Less Than Significant with Mitigation Incorporated

In the fall of 2013, SB 743 was passed by the legislature and signed into law by the governor. SB 743 requires that delay-based metrics such as roadway capacity and level of service will no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as VMT will be used.

The project details wereevaluated and compared to the screening criteria established in the guidelines to determine if the project could be screened from VMT analysis. The following is an overview of the project in relation to the screening criteria:

- **Step 1: Transit Priority Area (TPA) Screening** – The project is not located within a TPA. Therefore,this screening criteria does not apply.
- **Step 2: Low VMT Area Screening** – As recommended in the TIA guidelines, the project location was evaluated within the Western Riverside Council of Governments (WRCOG) screening tool. Based on the evaluation, the project is not located within a low VMT area. Therefore, this screening criteria does not apply.
- **Step 3: Project Type Screening** – The TIA Guidelines identifies various local-serving land uses, andprojects that generate less than 500 daily trips can be screened out. The proposed project includes single-family residential development and is not considered a local-serving land use. In addition, the project will generate more than 500 daily trips. Therefore, this screening criteria does not apply.

As the project is not screened from VMT analysis, a detailed *VMT Memo* was conducted to assess the project's VMT impact.

Based on the TIA Guidelines, project VMT per service population is the metric to evaluate the potential project impacts. The TIA Guidelines establishes the base (2012) and cumulative (2040) year Western Riverside Council of Governments (WRCOG) subregional VMT per service population as the VMT impact threshold for the corresponding year. Additionally, based on the TIA Guidelines, project-effect on VMT should be evaluated by comparing link-level VMT per service population for the WRCOG subregion between project and with project conditionsfor both base and cumulative year.

Riverside County Transportation Analysis Model (RIVTAM) was used to estimate the project VMT. The WRCOG subregional VMT per service population for base year was obtained from the WRCOG SB 743 Implementation Pathway Package Study. Since the cumulative year subregional VMT per service population was not available in that study, it was calculated using the cumulative year (2040)no project model run from RIVTAM. Additionally, link-level VMT per service population for both base and cumulative years were also calculated from RIVTAM no project model runs using daily assignment volumes for all the links within the region and dividing it by the regional service population.

For with project scenarios, RIVTAM socioeconomic database for both base and cumulative years were updated with the project land uses to calculate project VMT. The project VMT was calculatedfrom the RIVTAM model runs as described below:

Project Traffic Analysis Zone (TAZ) Update

For base year scenario, a new TAZ was created as RIVTAM includes spare TAZs. The project land usewas added to the project TAZ so that the project can be isolated for VMT evaluation. Household characteristics such as household size and income were adopted from the households in the parent/project location TAZ.

A similar approach was used for cumulative year. The household characteristics were kept consistent with base year assumptions so that the VMT metric can be estimated consistently. It should be noted that the project land use was included in the model as additional land use and noshifting of land use from other TAZs was used. In that regard, the cumulative VMT analysis can be considered as a conservative estimate.

Model Runs and Project VMT Estimation

Model runs were conducted for this updated model after incorporating the project land uses asdescribed above. Project VMT per service population was estimated from RIVTAM model

runs consistent with the methodology recommended in the TIA Guidelines. Origin-Destination (O-D) method was used for project VMT estimate as recommended in the Guidelines. As such, project generated VMT was extracted from RIVTAM model runs using origin-destination trip matrices and by multiplying them with the final assignment skim matrices. The extracted project origin destination VMT was divided by the estimated project service population to develop the project VMT per service population for both scenarios.

Daily assignment volumes were used to estimate the total link-level daily VMT for all the links within theWRCOG from the 'with project' model runs. Total link-level daily VMT was divided by the regional servicepopulation to estimate regional link-level VMT per service population.

Project VMT Impact

As discussed in *VMT Memo*, the Project's VMT per service population is higher than the regional threshold. Table 1 of the *VMT Memo* indicates the Project's base year VMT per service population exceeds the regional VMT per service population by 1.45%. Therefore, based on the TIA Guidelines, the Project will have a significant VMT impact.

The City's VMT Guidelines provides a list of various VMT mitigation measures in the event a project is found to have a significant impact. Among those measures, a technical memorandum titled *SB 743 Implementation TDM Strategy Assessment* (February 2019) developed by Fehr & Peers is referenced. The technical memorandum provides VMT reduction strategies that can be quantified using the California Air Pollution Control Officers Association (CAPCOA) calculation methodologies and recent Air Resource Board (ARB) research findings. Among the strategies includes providing traffic calming measures.

Traffic calming can include, but not limited to, marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, etc. Based on the guidelines outlined in the technical memorandum referenced in the City's VMT Guidelines, providing traffic calming measures can reduce VMT by as much as 1.7%. The VMT reduction is a function of the percentage of streets and intersections within a project with traffic calming improvements.

The proposed Project will be providing traffic calming measures throughout the site along the streets and at intersections within the project. On-street parking will be provided along all streets within the project. Crosswalks, stop signs, and "stop" pavement markings will also be provided at all ten (10) interior intersections. The Project can receive the maximum 1.7% VMT reduction by providing all of the traffic calming at all street and intersections within the Project as outlined in the *VMT Memo*.

As stated above, the *VMT Memo* indicates the Project's base year VMT per service population exceeds the regional VMT per service population by 1.45%. The Project design features will allow for a 1.7% reduction to VMT for providing traffic calming measures resulting in the Project's VMT per service population to be less than the regional VMT per service population (1.7 vs. 1.45). Based on the City's TIA Guidelines, the Project will not have a significant impact. However, **Mitigation Measure MM-TR-1** has been provided to assure the project implements all the internal traffic calming actions outlined in the *VMT Memo*.

In addition, the *VMT Memo* stated the project's cumulative year VMT per service population is higher than the regional threshold. However, the Project is consistent with the City's General Plan and thus is consistent with the Regional Transportation Plan/Sustainable

Communities Strategy (RTP/SCS). As stated in the TIA Guidelines, the Project's cumulative impact is therefore considered less than significant.

Based on this analysis, the Project will be consistent with CEQA Guidelines section 15064.3, subdivision (b)(1). Any impacts are considered less than significant with implementation of the recommended **Mitigation Measure MM-TR-1**.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			**X**	

Less Than Significant Impact

The Project site consists of a generally flat topography with an elevation range of approximately 1,460 feet and 1,464 feet AMSL.

Land uses surrounding the site include both vacant and developed land zoned for residential, commercial, business, and employment uses, per SP-G Gateway, SP91-04 and well as lands to the east designated Medium High Density Residential (MHDR) and Very High Density Residential (VHDR). Reference **Figure 8, *Aerial Photo***, provided in Section I of this IS.

The project has been reviewed by City Traffic Engineering Staff, and as designed, will not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Project driveway intersections and internal circulation are safe. Adequate sight distance has been provided. Driveway widths will accommodate Project traffic, and traffic control devices (signals and stop signs) are provided where necessary for entering and exiting the site. There is the potential for incompatible uses (e.g., farm equipment) in proximity to the project, as the surrounding vacant lands are utilized for dry farming operations; however, since the project is being developed to be consistent with the General Plan Land Use Plan designation, any impacts are less than significant.

In addition, street improvement plans will be subject to City review and approval which will ensure that project driveway intersections and internal circulation are safe, with adequate sight distance, driveway widths and stop signs where necessary for entering and exiting the site. This will eliminate any project impacts due to a design feature. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Result in inadequate emergency access?			**X**	

Less Than Significant Impact

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the project will be limited to lateral utility connections (i.e., sewer or water) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as it was prior to the proposed project. Any impacts during construction are considered less than significant.

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

Mitigation Measures

MM-TR-1 Prior to issuance of a Certificate of Occupancy, the Project applicant shall demonstrate that all traffic calming improvements have been installed as outlined in the Project VMT Memo (*Sunterra Ranch Vehicle Miles Traveled Analysis, City of San Jacinto*, prepared by TJW Engineering, Inc., 3-17-2022). This measure shall be implemented to the satisfaction of the City Planning Department.

18. TRIBAL CULTURAL RESOURCES.

Source(s): *Phase I Cultural Resource Assessment for the Tentative Tract Map Number 38107 Project, City of San Jacinto, Riverside County, California*, prepared by Applied Earth Works, Inc., 9-2021 (*CRA* **Appendix C**); Assembly Bill (AB) 52; and Public Resources Code.

Analysis of Project Effect and Determination of Significance:

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.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)			**X**	

Less Than Significant Impact

A cultural resource is considered "historically significant" under CEQA if the resource meets one or more of the criteria for listing on the California Register of Historical Resources (CRHR). The CRHR was designed to be used by state and local agencies, private groups, and citizens to identify existing cultural resources within the state and to indicate which of those resources should be protected, to the extent prudent and feasible, from substantial adverse change. The following criteria have been established for the CRHR. A resource is considered significant if it:

- is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- is associated with the lives of persons important in our past;
- embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the California Register must retain enough of their historic character or appearance to be able to convey the reasons for their significance. Such integrity is evaluated in regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

As part of AB52 tribal consultation, on March 15, 2022, the City of San Jacinto contacted the following Tribes in order to initiate tribal consultation:

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

- Torres Martinez Desert Cahuilla Indians
- San Manuel Band of Mission Indians

Four (4) Tribes responded (Soboba, Rincon, Morongo, San Manuel). Only the Soboba Tribe requested consultation. Consultation took place on May 23, 2022 and concluded on July 28, 2022. The Soboba Tribe requested modifications to standard conditions of approval for all projects, relating to monitoring agreement and addressing human remains.

As described in the *CRA*, no "historical resources" were encountered within or adjacent to the Project area. However, the City requires standard conditions of approval be applied to all projects that will outline tribal monitoring (in the event that tribal resources are found) and compliance with State law on human remains.

With the implementation of the City's standard conditions of approval, the Project would not 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 Cultural Native American tribe, and that is 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). Any impacts will be less than significant, and no mitigation is required.

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a.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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?			**X**	

Less Than Significant Impact

Please reference the discussion in Threshold 18.a.i.

With the implementation of the City's standard conditions of approval, the proposed Project would not 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 Cultural Native American tribe, and that is 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. Any impacts will be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

19. UTILITIES AND SERVICE SYSTEMS.

Source(s): Project Plans, (**Appendix J**); *Preliminary Drainage Report for Tentative Tract No 38107, San Jacinto*, prepared by Blaine A. Womer Civil Engineering, 8-4-2021 (*Drainage Report*, **Appendix F1**); *Project Specific Water Quality Management Plan, Tentative Tract 38107*, prepared by Blaine A. Womer Civil Engineering, 7-22-2021 (*WQMP*, **Appendix F2**); *Will Serve Letter*, Prepared by EMWD, 11-9-2021 (**Appendix F3**); *Will Serve Letter*, Prepared by City of San Jacinto, 12-2-2021 (**Appendix F4**); *TTM 38107 – CEQA Energy Review, City of San Jacinto*, prepared by MD Acoustics, 9-28-2021 (*CER*, **Appendix D**); *2020 Urban Water Management Plan* (*UWMP*), Eastern Municipal Water District; Metropolitan Water District *2020 Regional Urban Water Management Plan* (*RUWMP*); *2019 Sewer System Management Plan*, EMWD; Assembly Bill (AB) 939 Riverside County Department of Waste Resources (RCDWR), Planning Section and Countywide Integrated Waste Management Plan; CalRecycle; El Sobrante Landfill Fact Sheet, issued by Waste Management of California; and El Sobrante Landfill Annual Monitoring Report, January 1, 2019 through December 31, 2019, by USA Waste of CA, Inc., 9-2020.

Analysis of Project Effect and Determination of Significance:

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?			**X**	

Less Than Significant Impact

The Project site is currently vacant and has no onsite utility services or facilities at present. The proposed Project will tie into an existing Eastern Municipal Water District (EMWD) 12-inch water line located along the east side of Sanderson Avenue. The EMWD's "Will Serve" states the EMWD is willing to provide water service to the Project subject to its design requirements, permitting process, and fees.

Wastewater treatment will be also handled by the City of San Jacinto under contract to EMWD. An existing 30-inch sewer line is located along the north side of Ramona Boulevard, and the Project will tie into this line. The City's "Will Serve" letter states the City can provide adequate service to the Project. An existing 30-inch sewer line is located along the north side of Ramona Boulevard, and the Project will tie into this line.

When graded, the Project will range in elevation from a high of 1,464' at the southeast corner of the site and to a low elevation of 1,462' to the northwest corner of the site. The average cut depth is 4 feet to facilitate the development of the Project.

The proposed Project will install new storm water treatment facilities, including an infiltration basin in Lot "A" which will be used for storm water detention and water quality protection. The infiltration basin will also have a sump pump and an overflow outlet to the north in case of emergencies. All

site drainage is anticipated to run into the infiltration basin in the north-central portion of the site. Local storm drainage is handled by the City of San Jacinto while major or regional facilities are managed by the Riverside County Flood Control and Water Conservation District (RCFCWCD).

As previously discussed in Section 10 of this Initial Study (*Hydrology and Water Quality*), all new development in the County of Riverside is required to comply with provisions of the National Pollutant Discharge Elimination System (NPDES) program, including Waste Discharge Requirements (WDR), and for properties located within the San Jacinto Watershed – the Municipal Separate Sewer Permit (MS4) Permit as enforced by the Santa Ana Regional Water Quality Board (RWQCB). Additionally, there are no storm drains on the Project site or within the immediate vicinity. The *Drainage Study* concluded that development of the additional structures will require the development of a detention basin that will comply with NPDES, WDR, MS4, and RWQCB requirements, the construction of which will have a less than significant impact on storm water drainage systems.

Electricity and natural gas are supplied to the Project area by Southern California Edison (SCE) and Southern California Gas (SCG), respectively. SCE maintains electrical transmission and service lines along Sanderson Avenue, while SCG maintains a natural gas line in the adjacent Sanderson Avenue.

Cable television is provided by Verizon/Spectrum and telecommunications services provide by Frontier – these companies maintain service lines in Sanderson Avenue adjacent to the Project site.

The local utility providers have adequate facilities in Sanderson Avenue to adequately serve the proposed Project. For additional information, see Thresholds 19.b through 19.d. Therefore, the Project will not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts will be less than significant, and no mitigation is required.

Would the Project?	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			**X**	

Less Than Significant Impact

The proposed Project will tie into an existing Eastern Municipal Water District (EMWD) 12-inch water line located along the east side of Sanderson Avenue. The EMWD's "Will Serve" letter states the EMWD is willing to provide water service to the Project subject to its design requirements, permitting process, and fees.

EMWD is a public water agency formed in 1950 and annexed into the service area of the Metropolitan Water District of Southern California (MWD) in 1951. It is currently one of MWD's 26 member agencies. EMWD presently operates its water supply system under a system permit issued by the California Department of Public Health. EMWD provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. EMWD is both a retail and wholesale agency, serving a retail population of 546,146 people and a wholesale population of 215,075 people. As noted in the *2020 UWMP*, EMWD is located in one of

the fastest growing regions in the nation, and with a growing population comes a growing demand for water.

EMWD has three sources of water supply: 1) imported water from the Metropolitan Water District of Southern California (MWD), 2) local groundwater, and 3) recycled water. Roughly 75% of EMWD's potable water demand is supplied by imported water from MWD through its Colorado River Aqueduct and connections to the State Water Project. EMWD forecasts that it would provide water for future growth in its service area through imported water from MWD. EMWD procures water from MWD that has been treated at MWD's Skinner Filtration Plant in Winchester and the Mills Filtration Plant in Riverside. In 2010 EMWD obtained 75,000 acre-feet (af) of MWD water treated at MWD filtration plants before delivery, and 16,600 af of raw MWD water treated at EMWD water filtration plants. EMWD has two water filtration plants, one in Hemet and one in San Jacinto, with total existing capacity of 32 million gallons per day or about 35,840 af per year.

Adequate water service can be provided for the Project using existing and planned EMWD facilities. The Project proposes the construction of an interior system of water lines along planned roadways within the community to service individual lots. The Project will connect to the existing 12-inch water line in Sanderson Avenue. In order to provide a reliable source of water for firefighting purposes, potable water will also be delivered to all fire hydrants and fire sprinkler systems utilizing the potable water system. The piping has been designed to accommodate both the domestic demand and the fire-fighting demand.

If or when available, the Project may incorporate recycled water for irrigation of common area landscaping, open space, parkways, and roadside landscaping adjacent to public roads. To provide recycled water, EMWD requires proof of permits from the Regional Water Quality Control Board and the California Department of Public Health at the Plot Plan stage of development.

Connections to local water mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with standard conditions (Water Connection Fees and EMWD Water Efficient Guidelines).

It should be noted the proposed Project is under the threshold for requiring a Water Supply Assessment (WSA)(over 500 residential units) according to SB 610 and California Water Code Section 10910. Therefore, the following information was based on the Project plans, City website, EMWD website, and the 2020 EMWD Urban Water Management Plan.

It is estimated the Project will have approximately 800 residents at buildout (215 units times 3.72 persons per household) based on current federal census data[6] for the City of San Jacinto. According to the EMWD website[7], single family residential uses consume an average of approximately 55 gallons/person/day, therefore it is estimated the Project will consume 44,000 gallons per day or 16.1 million gallons (or about 127.5 acre-feet) of potable water each year. This additional amount of water represents 0.4 percent of the EMWDs existing treatment capacity (35,840 acre-feet)[8] and so the Project is well within the overall service capacity of the EMWD as documented in its current Urban Water Management Plan (UWMP)(EMWD 2021). As identified in the 2020 UWMP, EMWD has the ability to meet its current and project water demands through 2040 during normal, historic single-dry and historic multiple-dry year periods using imported water from MWD with existing supply resources.

[6] 2020 Census data shows City had an average of 3.72 persons per household for 2017-2020 https://www.census.gov/quickfacts/fact/table/sanjacintocitycalifornia/PST045219

[7] Residential water consumption rate from EMWD website https://www.emwd.org/post/residential-water-budgets-and-rates

[8] One acre-foot of water equals approximately 126,000 gallons

It should be noted that EMWD's 2020 UWMP was based on land uses in the San Jacinto General Plan, and the proposed Project is consistent with the General Plan land use designation. Therefore, the future water needs of the Project are accounted for in the 2020 UWMP. The Project proponent has also received a *Will Serve Letter* from EMWD indicating it can provide water service for the Project.

The City has standard conditions of approval (COAs) for new residential development that require compliance with the water conservation guidelines of the latest California Green Building Code (CalGreen) as well as implementing the "low impact development" (i.e., water conservation) requirements of EMWD the City. Implementation of these COAs is considered regulatory compliance and is not considered unique mitigation under CEQA.

Implementation of the proposed Project will not require, or result in, the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, occupancy of the Project will result in less than significant impacts regarding long-term water service and no mitigation is required

Therefore, sufficient water supplies are available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years. Any impacts are considered less than significant, and no mitigation is required.

Would the Project?	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?			**X**	

Less Than Significant Impact

Refer also to Threshold a). Wastewater services are provided by the City of San Jacinto under contract to the Eastern Municipal Water District (EMWD). The Project site is not currently connected to the existing wastewater/sewer system given its vacant, undeveloped condition, however, EMWD has a 30-inch sewer main line on the north side of Ramona Boulevard north of the Project site. The Project proposes construction of an interior system of sewer lines along planned roadways to service the individual residential lots and connect to the sewer main in Ramona Boulevard north of the site. The City's "Will Serve" letter states the City can provide adequate sewer service to the Project.

The EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day of wastewater at its five active regional water reclamation facilities through 1,813 miles of sewer pipelines. These reclamation plants include San Jacinto Regional Water Reclamation Facility; Moreno Valley Regional Water Reclamation Facility; Perris Valley Regional Water Reclamation Facility; Sun City Regional Water Reclamation Facility; and Temecula Valley Regional Water Reclamation Facility.

Wastewater generated from the Project site would be treated at the San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF)[4]. The typical daily flow at the SJRWRF is currently 7.0 million gallons per day (MGD) with a current capacity of 14.0 MGD and has a current excess

capacity of approximately 7.0 MGD. The EMWD indicates the SJVRWRF has an ultimate capacity[9] of 27 MGD.

It is estimated the Project will have 800 residents at buildout (215 units times 3.72 persons per household) based on current federal census data[10] for the City of San Jacinto. According to the EMWD website[11], single family residential uses generate an average of approximately 50 gallons per person per day, therefore it is estimated the Project will consume 40,000 gallons per day or 14.6 MGD wastewater generated each year. This additional amount of wastewater represents 0.6 percent of the EMWD's existing SJVRWRF daily flow rate (7 MGD)[4] or 0.3 percent of its current treatment capacity (14 MGD). Therefore, the Project is well within the overall sewer service and maintenance capacity of the EMWD as documented on the EMWD website[4] and in its current 2019 Sewer System Management Plan[12].

It should be noted that EMWD's 2020 UWMP and 2019 Sewer System Management Plan were based on land uses in the San Jacinto General Plan, and the proposed Project is consistent with the General Plan land use designation. Therefore, the future wastewater needs of the Project are accounted for by the EMWD. The Project proponent has also received a *Will Serve Letter* from the City indicating it can provide adequate sewer service for the Project.

The City has standard conditions of approval (COAs) for new residential development that require compliance with the water conservation guidelines of the latest California Green Building Code (CalGreen) as well as implementing the "low impact development" (i.e., water conservation) requirements of EMWD the City. The use of water-reducing toilet fixtures will help reduce potential wastewater generation as well. The Project will also be required to satisfy City and EMWD requirements related to the payment of development impact fees and/or the provision of on- or offsite wastewater conveyance features as necessary, and for their installation and maintenance prior to the issuance of building permits. Measures that reduce water consumption can also help reduce wastewater generation (e.g., low flow toilets). Implementation of these COAs is considered regulatory compliance and is not considered unique mitigation under CEQA.

Connections to local sewer mains will involve temporary and less than significant construction impacts that will occur in conjunction with other on-site improvements. In addition, the Project will be required to comply with standard conditions (e.g., Sewer Connection Fees).

Implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. Therefore, implementation of the proposed Project will not require, or result in, the construction of new wastewater treatment facilities or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects. Any impacts will be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

[9] EMWD San Jacinto Valley Regional Water Reclamation Facility Factsheet, January 2021 https://www.emwd.org/sites/main/files/file-attachments/sjvrwrffactsheet.pdf

[10] 2020 Census data shows City had an average of 3.72 persons per household for 2017-2020 https://www.census.gov/quickfacts/fact/table/sanjacintocitycalifornia/PST045219

[11] Residential wastewater generation rate from EMWD website

[12] EMWD 2019 Sewer System Management Plan, EMWD website https://www.emwd.org/sites/main/files/file-attachments/2019_full_report_ssmp.pdf?1576617293

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?			X	

Less Than Significant Impact

Solid waste management in Riverside County is required to comply with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939) which redefined solid waste management in terms of both objectives and planning responsibilities for local jurisdictions and the state. AB 939 was adopted in an effort to reduce the volume and toxicity of solid waste that is landfilled and incinerated by requiring local governments to prepare and implement plans to improve the management of waste resources. AB 939 required each of the cities and unincorporated portions of counties throughout the state to divert a minimum of 25% by 1995 and 50% of the solid waste landfilled by the year 2000. To attain these goals for reductions in disposal, AB 939 established a planning hierarchy utilizing new integrated solid waste management practices.

The Countywide Summary Plan contains goals and policies, as well as a summary of integrated waste management issues faced by the County and its cities. The Summary Plan summarizes the steps needed to cooperatively implement programs among the County's jurisdictions to meet *and maintain* the 50% diversion mandates. The Countywide Siting Element demonstrates that there are at least 15 years of remaining disposal capacity to serve all the jurisdictions within the County. If there is not adequate capacity, a discussion of alternative disposal sites and additional diversion programs must be included in the Siting Element.

The Riverside County Department of Waste Resources (RCDWR) – Planning Section ensures that the Department's planned and proposed waste management activities and projects are in compliance with applicable federal, State and local land use and environmental laws, regulations, and ordinances. The RCDWR operates six (6) active landfills (Badlands, Blythe, Desert Center, Lamb Canyon, Mecca II and Oasis) and administers a contract agreement for the private El Sobrante Landfill serving the greater Riverside County area. The RCDWR also oversees several transfer station leases, as well as a number of recycling and other special waste diversion programs.

Municipal waste collection services for the City of San Jacinto, including the Project site, is provided by CR&R Environmental Services. The Project site is located in the primary service area of the Lamb Canyon Landfill with additional capacity available at the El Sobrante Landfill for all non-hazardous, non-recyclable, non-green municipal waste. The Project site is located approximately 14.3 miles south of the Lamb Canyon Landfill and 26 miles east of the El Sobrante Landfill.

<u>Lamb Canyon Landfill</u>

The Lamb Canyon Landfill is a Class III municipal solid waste facility owned and operated by the Riverside County Department of Waste Resources (RCDWR). It is located in the unincorporated Badlands/Lamb Canyon area of Riverside County, south of Interstate 10 (I-10) and the City of Beaumont, and north of the City of San Jacinto at 16411 Lamb Canyon Road (State Route 79). The landfill is currently permitted a five-year timeline on (July 2018; CalRecycle SWIS Facility No. 33-AA-0007) to receive 5,000 tons of refuse per day with a permitted Traffic Volume of 913 vehicle per day. The maximum permitted capacity is 38,953,653 cubic yards and plans to continue operations through April 1, 2029 (estimated closure date).

El Sobrante Landfill

The Project site is also located within the service area of the El Sobrante Landfill, a service area that includes the cities/communities within southwestern Riverside County including the Project site and multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino and San Diego. Located near the center of the highly populated western third of Riverside County, it processes approximately 43 percent of Riverside County's annual waste, according to Waste Management, Inc., the landfill's operator. The El Sobrante Landfill is located approximately 26 miles west of the Project site in the unincorporated Temescal Canyon area of Riverside County between the City of Lake Elsinore and the City of Corona, east of Interstate 15 and Temescal Canyon Road, and south of Cajalco Road, at 10910 Dawson Canyon Road near Corona. The El Sobrante Landfill facility currently comprises a total area of 1,322 acres which includes a 495-acre footprint permitted for landfill operations, and a 688-acre wildlife preserve. The current operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day.

Solid waste generation rates estimate the amount of waste created by residences and businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed of in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. In this way, they are useful in providing a general level of information for planning purposes and estimating potential effects. It should be noted that the Generation Rates used by the County do not take into account any recycling, reduction or diversion (potentially upwards of 50%-75%, associated with compliance with AB 341. As set forth in Section 4.17.4 (Solid Waste) of the General Plan Draft Environmental Impact Report (DEIR), the County applies an annual Generation Rate of 0.41 Tons per dwelling unit for residential uses. The Project proposes 215 residential units which would generate 88.2 tons per year or 0.24 tons per day of waste. This represents 0.005 percent of the Lamb Canyon Landfill daily capacity (5,000 tons per day) or 0.001 percent of the El Sobrante Landfill daily capacity (16,054 tons per day). The amount of additional solid waste generated by the Project operation would have an incremental, but nominal, impact on the existing solid waste infrastructure at the Lamb Canyon (primary) and El Sobrante (secondary) Landfills.

Therefore, the proposed Project use would not 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. Impacts would be less than significant, and no mitigation is required.

Would the Project?	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Less Than Significant Impact

All land uses within Riverside County area, including those in the City of San Jacinto, that generate solid waste are required to coordinate with the County's contracted waste transfer hauler (Waste Management, Inc.) to collect solid waste on a common schedule as established in applicable local, regional, and State programs. Additionally, all development in the City is required to comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access

Act of 1991), AB 939 (CalRecycle), and other local, State, and federal solid waste disposal standards.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state diversion goal of 50 percent by and after the year 2000. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible."

The Project would be required to comply with applicable aspects of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Access Act of 1991), AB 939, and other applicable local, State, and federal solid waste disposal standards as a matter of regulatory policy, thereby ensuring that the solid waste stream to the waste disposal facilities is reduced in accordance with existing regulations. Any impacts would be less than significant, and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

20. WILDFIRE.

Source(s): Google Maps; San Jacinto General Plan, *Public Safety Element* (*SJGP*); *Western Riverside County Habitat Assessment and MSHCP Consistency Analysis City of San Jacinto, County of Riverside, California APN: 432-030-012*, prepared by RCA Associates, Inc., 10-5-2021 (*HA/MSHCP*, **Appendix B**); and **Figure 7-1, *Surrounding Topography***, provided in Section 7. Geology and Soils of this Initial Study.

Analysis of Project Effect and Determination of Significance:

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			**X**	

Less Than Significant Impact

The proposed project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. According to the *SJGP*, "the largely undeveloped hillsides located in both the westernmost and easternmost portions of the Planning Area are High Fire Hazard Areas. There are no wildland conditions in the suburbanizing area where the Project site is located.

A limited potential exists to interfere with an emergency response or evacuation plan during construction. Construction work in the street associated with the Project will be limited to lateral utility connections (i.e., sewer) that will be limited to nominal potential traffic diversion. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to reduce any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed project.

All project elements, including landscaping, will be sited with sufficient clearance from the proposed buildings so as not to interfere with emergency access to and evacuation from the site. The proposed Project is required to comply with the California Fire Code as adopted by the City of San Jacinto Municipal Code.

The project will not impair implementation of or physically interfere with an adopted emergency response plan or evacuation plan, because no permanent public street or lane closures are proposed. Any impacts will be less than significant, and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				**X**

No Impact

The proposed project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. There are no wildland conditions in the suburbanized area where the project site is located.

Topographically, the project site consists of relative flat terrain that slopes to the northwest at a less than 2% gradient to the northwest toward the San Jacinto River drainage. Overall relief on the project site is approximately 4 feet, from above mean sea elevations 1,460 to 1,464.

The proposed project is characterized by essentially flat topography that has been disturbed by past grading activities. The site is characterized by non-native grasses and other weedy species that are managed through periodic blading. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the project site. The closest steep slopes are located over one and one-half (1½) miles west of the project site (Lakeview Mountains) and one and one-half (1½) miles east of the project site (San Jacinto Mountains).

Based on this information, the project would not, 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. No impacts will occur.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
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?			**X**	

Less Than Significant Impact

The proposed project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire project site is located.

The proposed Project will require associated infrastructure to support the Project. The Project would provide fire hydrants at locations throughout the Project area per City Fire requirements. The Project will tie into existing water Eastern Municipal Water District (EMWD) facilities. An existing 12-inch water line is located along the east side of Sanderson Avenue. Wastewater treatment will be also handled by EMWD. An existing 30-inch sewer line is located along the north side of Ramona Boulevard, and the project will tie into this line. Electricity will be provided by Southern California Edison will require all power lines 33kV and below to be installed underground. Underground utilities would not exacerbate fire risk.

Based on this information, the project would not have a significant potential to exacerbate fire risk or to result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant and no mitigation is required.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?			X	

Less Than Significant Impact

The proposed project site is not located within, or adjacent to a state responsibility area, or lands classified as very high fire hazard severity zones. There are no wildland conditions in the suburbanized area where the project site is located.

Topographically, the project site consists of relative flat terrain that slopes to the northwest at a less than 2% gradient to the northwest toward the San Jacinto River drainage. Overall relief on the project site is approximately 4 feet, from above mean sea elevations 1,460 to 1,464.

According to **Figure 7-1, *Surrounding Topography***, provided in Section 7, Geology and Soils of this Initial Study, there are no steep slopes within a one-quarter mile radius of the project site. The closest steep slopes are located over one and one-half (1½) miles west of the project site (Lakeview Mountains) and one and one-half (1½) miles east of the project site (San Jacinto Mountains).

The proposed project is characterized by essentially flat topography that has been disturbed by past grading activities. The site is characterized by non-native grasses and other weedy species that are managed through periodic blading. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The project site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk.

The discussion under Subchapter 7, Geology and Soils, concluded that the project would not have a significant potential to experience landslides or slope instability. Once constructed, the project site will remain essentially flat, and the drainage will be managed onsite in an efficient manner that would not expose people or structures to significant risk. Furthermore, as discussed under Subchapter 10, Hydrology and Water Quality, the project is not located in an area containing a flood hazard, and the project site is anticipated to remain stable should a wildfire occur at or near the project site. As discussed above, the project is not anticipated to be exposed to substantial fire risk because of the lack of fuel to spread wildfire surrounding the site. Therefore, the development of the project at this site is anticipated to have a less than significant potential to 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. Impacts under this issue are considered less than significant and no mitigation is required.

Mitigation Measures

No mitigation measures are required.

21. MANDATORY FINDINGS OF SIGNIFICANCE.

Source(s): Staff review and Project Plans (**Appendix J**).

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the Project have the potential to substantially 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?		**X**		

Less Than Significant Impact with Mitigation Incorporated

Implementation of the proposed Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Please reference the discussions in Section 4 (Biological Resources), Section 5 (Cultural Resources), and Section 18 (Tribal Cultural Resources). Mitigation measures and/or standard conditions of approval outlined in these Sections will apply to the proposed Project. Any impacts are considered less than significant with mitigation and standard conditions incorporated.

Biological Resources

MM-BIO-1: Burrowing Owl Survey
MM-BIO-2: Nesting Bird Survey
MM-BIO-3: Procedures if Nests are Found

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 projects, and the effects of probable future projects)?			**X**	

Less Than Significant Impact

Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the Project.

Section 15130(b)(1) of the CEQA Guidelines identifies two methods to determine the scope of related projects for cumulative impact analysis:

- *List-of-Projects Method:* a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency.
- *Summary-of-Projections Method:* a summary of projections contained in an adopted general plan or related planning document or in a prior environmental document that has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency. The proposed Project is consistent with the City of San Jacinto General Plan, AQMP, and the CMP. Therefore, cumulative impacts will be less than significant.

Based on the analysis of the Project's impacts in the responses to items 1 through 20 of this Environmental Assessment, the proposed Project does not have impacts which are individually limited, but cumulatively considerable. Standard conditions will apply to the proposed Project. Any impacts will be less than significant, and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

Less Than Significant Impact with Mitigation Incorporated

Based on the analysis of the Project's impacts in the responses to items 1 through 20, there is no indication that this Project will result in substantial adverse effects on human beings. While there will be a variety of temporary adverse effects during construction related to hazards and hazardous materials, these will be reduced to less than significant levels through the mitigation outlined below. Long-term effects include increased vehicular traffic, traffic related noise, use of hazardous materials, emissions of criteria pollutants and greenhouse gas emissions. The analysis herein concludes that direct and indirect environmental effects in these other topics will remain at less than significant levels. Based on the analysis in this Initial Study, the City finds that direct and indirect impacts to human beings will be less than significant with mitigation incorporation.

Hazards and Hazardous Materials

MM-HAZ-1: Soil Remediation

MM-HAZ-2: Monitoring of Grading

V. INVENTORY OF MITIGATION MEASURES

Biological Resources

MM-BIO-1 A pre-construction survey for BUOW shall be conducted by a qualified biologist within 30-days of Project-related construction activities (i.e., grubbing, grading, etc.) following accepted protocols. If BUOW have colonized the Property prior to the initiation of Project-related construction activities, the Applicant should immediately inform the City and CDFW, and would need to coordinate further with the CDFW including the possibility of preparing a BUOW Protection and Relocation Plan, prior to initiating ground disturbance. **MM-BIO-1** shall be conducted to ensure that a BUOW will not be directly impacted (i.e., killed, burrow site removal, etc.) or indirectly impacted (i.e., disturbance altering regular behavior such as excessive noise, increased and regular human presence, etc.) by Project-related construction activities.

MM-BIO-2 If Project-related construction activities occur during the avian nesting season (typically February 1 to August 31), a pre-construction survey for nesting birds should be conducted within 3-days of Project-related construction activities by a qualified biologist. If active nests are detected during the pre-construction survey, then a no disturbance buffered distance from the nest, depending on the species/type of bird, shall be established by a qualified biologist. **MM-BIO-2** shall be conducted to ensure that an active nest will not be directly impacted (i.e., eggs destroyed, nestlings/fledglings killed or removed, etc.) or indirectly impacted (i.e., disturbance altering regular behavior potentially causing nest abandonment, nest failure, etc.) by Project-related construction activities.

MM-BIO-3 If BUOW and/or active nests are detected in areas within the Project area where Project-related construction activities could have an indirect impact, it is recommended that a qualified biological monitor be onsite during construction activities to monitor bird behavior to ensure no negative effects occur from Project-related construction activities, and to ensure that construction activities do not enter the no disturbance buffer(s). The biological monitor will have the authority to cease Project-related construction activities if indirect impacts are observed.

Geology and Soils

MM-GEO-1 The Project site soils at depths greater than five (5) feet have a high potential for paleontological resources (fossils). The proposed Project site grading/earthmoving activities shall be monitored for potential impacts to this resource and prepare a Paleontological Resource Impact Mitigation Program (PRIMP) prior to grading permit issuance and a monitoring program prior to issuance of the final grading permit. A qualified paleontologist shall be retained and approved by the City prior to the issuance of a grading permit. The paleontologist will participate in a pre-construction Project meeting and monitor earthmoving activities for previously undiscovered paleontological resources and/or unique geological features that may be accidentally encountered during Project implementation. The paleontologist shall prepare a report of findings during all site grading activity with an appended itemized list of fossil specimens recovered during grading (if any).

The PRIMP shall include the following components:

- A Worker's Environmental Awareness Program (WEAP) training shall be prepared prior to the start of Project-related ground disturbance and presented in person to all field personnel to describe the types of fossils that may occur and the procedures to follow if any are encountered in the Project area.

- The PRIMP shall indicate where construction monitoring will be required for the Project and the frequency of required monitoring (i.e., full-time, spot checks, etc.).

- The collection and processing (e.g., wet- or dry-screening) of sediment samples to analyze for presence/absence of microvertebrates and other small fossils shall be addressed in the PRIMP.

- In addition to monitoring and sampling procedures, the PRIMP shall also provide details about fossil collection, analysis, and preparation for permanent curation at an approved repository, such as the Western Science Center.

- The PRIMP shall describe the different reporting standards to be used for monitoring with negative findings versus monitoring resulting in fossil discoveries.

Hazards and Hazardous Materials

MM-HAZ-1 **Soil Remediation.** Prior to the start of grading, the applicant shall retain an environmental contractor licensed in accordance with current regulations to determine the remedial actions that may be needed for potential agricultural chemicals identified in the *Phase I ESA* prepared for the project site. No grading of the site shall occur until such time that the environmental contractor has either assured that there are no agricultural chemicals are present on site, or if detected, a remedial plan has been submitted and been approved by the County Department of Environmental Health.

MM-HAZ-2 **Monitoring of Grading.** Prior to the start of any ground-disturbing activities (except those identified in **MM-HAZ-1**), the applicant shall retain a qualified environmental professional (QEP) to monitor all clearing and grading activities on the site in the event unexpected and potentially hazardous materials are found. If any potentially hazardous materials are found during grading, work shall be halted within 100 feet of an area that appears to contain hazardous materials. The QEP will halt grading as necessary to effectively identify the potential contaminated materials, including directing any sampling and laboratory testing that may be required to effectively characterize the materials.

If laboratory testing reveals that soils are contaminated at levels that are only slightly in excess of applicable commercial standards, the QEP shall exercise professional discretion and have the option to coordinate with the grading contractor and applicant to either remove contaminated soil and/or mix the

contaminated soil with clean soil from either onsite or offsite to dilute any contaminants to below applicable exposure standards for residential development.

Remediated areas must be retested to assure potential contaminant levels are below applicable residential standards. The results of any testing shall be provided to the County. Any contaminated soil or materials found onsite must be removed by a licensed environmental contractor and hauled to a landfill approved for such materials.

The QEP shall prepare a brief written report including the disposition of any hazardous materials found onsite during grading and submit it to the County Department of Environmental Health for review and approval. No certificate of occupancy for the project shall be issued until the QEP's report has been approved by the County Department of Environmental Health.

Transportation

MM-TR-1 Prior to issuance of a Certificate of Occupancy, the Project applicant shall demonstrate that all traffic calming improvements have been installed as outlined in the Project VMT Memo (*Sunterra Ranch Vehicle Miles Traveled Analysis, City of San Jacinto*, prepared by TJW Engineering, Inc., 3-17-2022). This measure shall be implemented to the satisfaction of the City Planning Department.

VI. EARLIER ANALYSES

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 as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: None

Location Where Earlier Analyses, if used, are available for review: NA

VII. SOURCES/REFERENCES

Assembly Bill 52
https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB52

Assembly Bill 939
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=198919900AB939

Assembly Bill 1191
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1191

California Building Code (CBC)
http://www.bsc.ca.gov/Home/Current2013Codes.aspx

CalRecycle
https://www2.calrecycle.ca.gov/swfacilities/Directory/36-AA-0055/
https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Commercial
https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402

City of San Jacinto Trails Master Plan
https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/Community%20Development/San%20Jacinto%20TMP_Final%202018.pdf

Department of Finance
http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

Development Impact Fees
https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/Community%20Development/BuildingSafety/DevFeeSchd.pdf

Eastern Municipal Water District *2020 Urban Water Management Plan*
https://www.emwd.org/post/urban-water-management-plan

El Sobrante Landfill Annual Monitoring Report
http://www.rcwaste.org/Portals/0/Files/ElSobrante/2020/FINAL%20-2019_El_Sobrante_Landfill_Annual_Status_Report.pdf

El Sobrante Landfill Fact Sheet
https://www.wmsolutions.com/locations/details/id/180

EnviroStor website
http://www.envirostor.dtsc.ca.gov

Federal Emergency Management Agency (FEMA) National Flood Hazard Viewer
https://fema.maps.arcgis.com/apps/webappviewer/index.html

GEOTRACKER website
http://geotracker.waterboards.ca.gov

Google Maps
https://maps.google.com

Metropolitan Water District *2020 Regional Urban Water Management Plan*
https://www.mwdh2o.com/media/21641/2020-urban-water-management-plan-june-2021.pdf

Public Resources Code (PRC)
http://www.search-california-law.com/research/titletoc/ca/PRC/index.html

San Jacinto General Plan
https://www.sanjacintoca.gov/city_departments/community-development/general-plan

San Jacinto Municipal Code
https://www.codepublishing.com/CA/SanJacinto/

San Jacinto Unified School District
https://4.files.edl.io/f3c5/08/05/21/193530-6131f88d-f86e-4a4d-a7ee-08d2497f1481.pdf

San Jacinto Water Quality Ordinance (Municipal Code Section 13.44)
https://www.codepublishing.com/CA/SanJacinto/html/SanJacinto13/SanJacinto1344.html

Southern California Association of Governments Demographics & Growth Forecasts Appendix
http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf

Southern California Association of Governments Profile of the City of San Jacinto
https://scag.ca.gov/sites/main/files/file-attachments/sanjacinto_localprofile.pdf?1606013509

Western Riverside County Transportation Uniform Mitigation Fee Program
https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/Community%20Development/BuildingSafety/DevFeeSchd.pdf