CITY OF SAN JACINTO

INITIAL STUDY FOR "The Magnet" Project

March 2024

Lead Agency
CITY OF SAN JACINTO
595 S. San Jacinto Ave. A-B
San Jacinto, CA 92583

Prepared By
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Rancho Cucamonga, CA 9173

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PROJ23-0022

CEQA23-007

2. Project Title

The Magnet

3. Public Comment Period

March 28, 2024 – April 29, 2024 30 Day Review Period

4. Lead Agency

City of San Jacinto
595 S. San Jacinto Ave. A-B
San Jacinto, CA 92583

5. Documents Available At

CEQA - City of San Jacinto, CA (civiclive.com)
(https://sanjacintoca.hosted.civiclive.com/cms/One.aspx?portalId=10384430&pageId=13697858)

6. Prepared By

SALEM Engineering Group, Inc.
8711 Monroe Court, Suite A
Rancho Cucamonga, CA 91730

7. Project Sponsor

Rich Development Enterprises, LLC
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Santa Ana, CA 92705

B. PROJECT DESCRIPTION, LOCATION AND SETTING

1. Project Location

The project site is located within the City of San Jacinto (City), which is located at the base of the San Jacinto Mountains and adjacent to the San Jacinto River (see Figure 1). The City is approximately 26 square miles (16,700 acres) and is located south of the City of Beaumont, west of the City of Perris, and north of the City of Hemet in Western Riverside County. State Route 79 (SR 79) runs through the City and is a primary corridor for regional access to San Jacinto. (see Figure 1).

The project site is located at the southeast corner of Ramona Expressway (SR79) and State Street, which is a four-lane arterial roadway (see Figure 2). The project site is comprised of two contiguous rectangular-shaped parcels of land totaling approximately 14.44 acres (Riverside Assessor's Parcel Numbers [APNs] 434-080-025 and -026).

2. General Plan Designation and Zoning

Land Use Designation: Commercial (C)

Zoning: Commercial General (CG)

3. Project Description

The proposed project is a commercial development on 14.44 acres to include the following types of commercial land uses with a total building area of 114,135 square feet (sf), all single story:

Building Label	Proposed Use	Square Footage
Major 1	Retail	16,012
Major 2	Retail	9,603
Major 3	Retail	22,066
Major 4	Retail	5,200
Major 5	Retail	20,000
Shops 1	Retail/Restaurant	6,539/2,223
Shops 2	Retail/Restaurant	2,500/2,000
Car Wash	Commercial	3,589
Convenience Store/Gas Station (8 fuel pumps and canopy)	Retail	5,198
Pad 1	Restaurant	2,497 SF
Pad 2	Restaurant	3,212 SF
Pad 3	Restaurant	3,012 SF
Pad 4	Restaurant	3,820 SF
Pad 5	Retail	7,052 SF
Total		**114,523 SF**

The project site will be accessed via W. Ramona Expressway (3 driveways), State Street (1 driveway), and Eagle Road (1 driveway). 594 parking stalls are proposed throughout the project site, exceeding the number that is required (536 stalls). Bicycle parking is also provided (56 stalls), which also exceeds what is required (54 stalls).

The proposed project is consistent with the existing zoning and associated design criteria. Building setbacks all exceed what is required and the proposed maximum building height (38 feet) is seven feet lower than the allowed 45 feet.

The proposed building facades will consist of metal panels, canopies, louvers, and doors; composite wood siding; and plaster. They will be painted with neutral browns and greys with occasional modest highlights of primary colors.

As shown in the prepared conceptual landscape plan, the project will adhere to all City design guidelines, codes, and regulations. A permanent irrigation system will be installed. Approximately 17.3 percent of the project site will be landscaped with approximately 393 trees, 48 palms, 2,884 five-gallon shrubs, and 721 one-gallon shrubs. The proposed hardscape will include benches, bicycle parking, pathways, art, and walls.

Offsite improvements are proposed within the State Street, Ramona Expressway, and Eagle Road rights-of-way as presented below:

State Street

- Widening of State Street with installation of a landscaped median,
- Sidewalk, curb, and gutter improvements/repairs along the project frontage,
- A catch basin and a 48-inch public storm drain line with 18-inch (southwest corner of the site) and 36-inch (northwest corner of the site) laterals connecting from the project site.
- One driveway

Ramona Expressway

- A landscaped median in Ramona Expressway,
- New sidewalk, curb, and gutter along the project frontage,
- New 8-inch sewer line from the project site to a sanitary line within Ramona Expressway,
- Two 8-inch water connections, and
- Three driveways.

Eagle Avenue

- A new sidewalk along the project frontage, and
- One driveway.

Off-site Water and Sewer Improvements

There are two options to serve the project water and sewer need. One option is to use the City of San Jacinto water and sewer system and the second option is to use Eastern Municipal Water District (EMWD) service.

City Water and Sewer Service Option

If the project developer elects to use the City Water System, a new loop water system will be installed as indicated below:

a) A new connection to the existing water within the Eagle Avenue right-of-way to a private main water line crossing the project site to State Avenue. Domestic services for the project will be provided from the private loop with city meters.

b) A new public water main within the State Street right-of-way running south to Idyllwild Drive.

c) A new public water line within the Idyllwild Drive right-of-way from State Avenue to Eagle Road, connecting to the existing water line within the Eagle Road right-of-way.

d) Sewer service will be provided via a connection to the existing sewer line located within the Eagle Avenue right-of-way; a connection to the existing sewer line located within the Idyllwild Drive right-of-way; including a public sewer line within the State Road right-of-way to the connection point in Idyllwild Road.

Eastern Municipal Water District (EMWD) Water and Sewer Service Option

If the project developer elects to use EMWD for water and sewer service, the following improvements will be conducted as part of the proposed project:

a) Manifold connections to existing water lines on Ramona Expressway and State Street rights-of-way.

b) A private water loop for fire service

c) A sewer lateral connection the existing Sewer line within the Ramona Expressway right-of-way.

The applicant is requesting the following entitlements:

- Site Plan and Design Review
- Subdivision (Tentative Parcel Map)
- MUP for Outdoor Dining
- (4x) MUP for each Restaurant w/ Drive Thru

Construction of the project is expected to begin in the Fall of 2024. The project will be developed in its entirety in one phase. The anticipated construction schedule is presented below.

- Site preparation – 2 weeks
- Grading – 2 weeks
- Building construction – 6 months
- Paving – 1 ½ weeks
- Architectural Coating – 3 ½ weeks

4. Land Uses and Setting

Project Site

The project site is currently vacant. It is relatively flat with an elevation of 1,519 feet above mean sea level (msl). There is no noticeable slope. The onsite vegetation is dominated by weeds and non-native herbs and there are no trees present on the site. None of the onsite soils are listed as sensitive in the Multiple Species Habitat Conservation Plan (MSHCP) or provide suitable habitat for any sensitive plant species.

Surrounding Land Uses

Surrounding land uses include commercial development to the north across Ramona Expressway and west across North State Street; single-family residential to the east and southeast; and a vacant previously disturbed lot to the southwest.

Existing Land Use, General Plan Designation and Zoning			
	Existing Land Use	**General Plan Designation**	**Zoning**
Project Site	**Vacant/Disturbed**	**Commercial (C)**	**Commercial General (CG)**
North	Shopping center and single-family residential (SFR)	C and Residential Low Density (LDR)	CG and Residential, Low Density (RL)
South	Vacant/Disturbed and SFR	C and LDR	Commercial Neighborhood (CN) and RL
East	SFR	LDR	RL
West	Commercial (restaurant and fuel station)	C	CG

5. Native American Consultation

Consultation under Assembly Bill (AB) 52 commenced on December 20, 2023. Notices were sent to the following tribes: Agua Caliente Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, Morongo Band of Mission Indians, Rincon Bank of Luiseño Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. Responses were received from the Soboba Band of Luiseño Indians See section #18. Tribal Cultural Resources.

6. Necessary Approvals from Other Agencies

(e.g., permits, financing approval, or participation agreement):

- Building and Grading Permits
- Santa Ana Regional Water Quality Control Board (RWQCB) National Water Pollutant Discharge Elimination System (NPDES) approval and water discharge requirements.
- City of San Jacinto or Eastern Municipal Water District (EMWD) water and wastewater connection permits.

- Western Riverside MSHCP Consistency Approval

7. Technical Studies Referenced in this Initial Study

(Provided as Appendices)

A. The Magnet Project Air Quality, Greenhouse Gas and Energy Impact Study. MD Acoustics. November 30, 2023. (Appendix A)

B. Habitat Assessment and MSHCP Consistency Analysis 99 Cent Store Project. Phoenix Biological Consulting. August 15, 2022. (Appendix B)

   Preconstruction Survey APN 434-080-025 &026. Phoenix Biological Consulting. March 20, 2024. (Appendix B)

C. Cultural Resources Assessment Rich Development LLC Project. LSA, December 2023. (Appendix C)

D. Geotechnical Engineering Investigation With Geologic Hazard Study. Salem Engineering Group, Inc. May 18, 2022. (Appendix D)

E. AAI Phase I Environmental Site Assessment Proposed Commercial Development SEC State Street & West Ramona Expressway. Salem Engineering Group, Inc. June 3, 2022. (Appendix E)

F. Southeast Corner of Ramona Expressway and State Street Commercial Project Noise Impact Analysis. MAT Engineering, Inc. December 1, 2023. (Appendix F)

G. Traffic Impact Analysis Report Ramona Expressway and State Street Shopping Center. LLG March 30, 2023. (Appendix G)

C. ACRONYMS

Acronym	Definition
AB	Assembly Bill
ADT	Average Daily Trips
AQMP	Air Quality Management Plan
ARB	Air Resources Board
ARCNET	Allied Riverside Cities Narcotics Enforcement Team
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CalGreen	California Green Building Standards Code
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CGS	California Ground Squirrel
City	City of San Jacinto
CO	Carbon Monoxide
COPPS	Community Oriented Policing and Problem Solving
DARE	Drug Abuse Resistance Education
DIF	Development Impact Fee
DOC	Department of Conservation
ECA	Essential Connectivity Area
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gas
GIS	Geographic Information System
GSP	Groundwater Sustainability Act
HVAC	Heating Ventilation and Cooling
HUSD	Hemet Unified School District
LHMP	Local Hazard Mitigation Plan
LMAX	Maximum Noise Level
LOS	Level of Service
MBTA	Migratory Birt Treaty Act
MERV	Minimum Efficiency Reporting Value
MGD	Million Gallons Per Day
MLD	Most Likely Descendant
MND	Mitigated Negative Declaration
MPH	Miles Per Hour
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code
RCA	Regional Conservation Authority

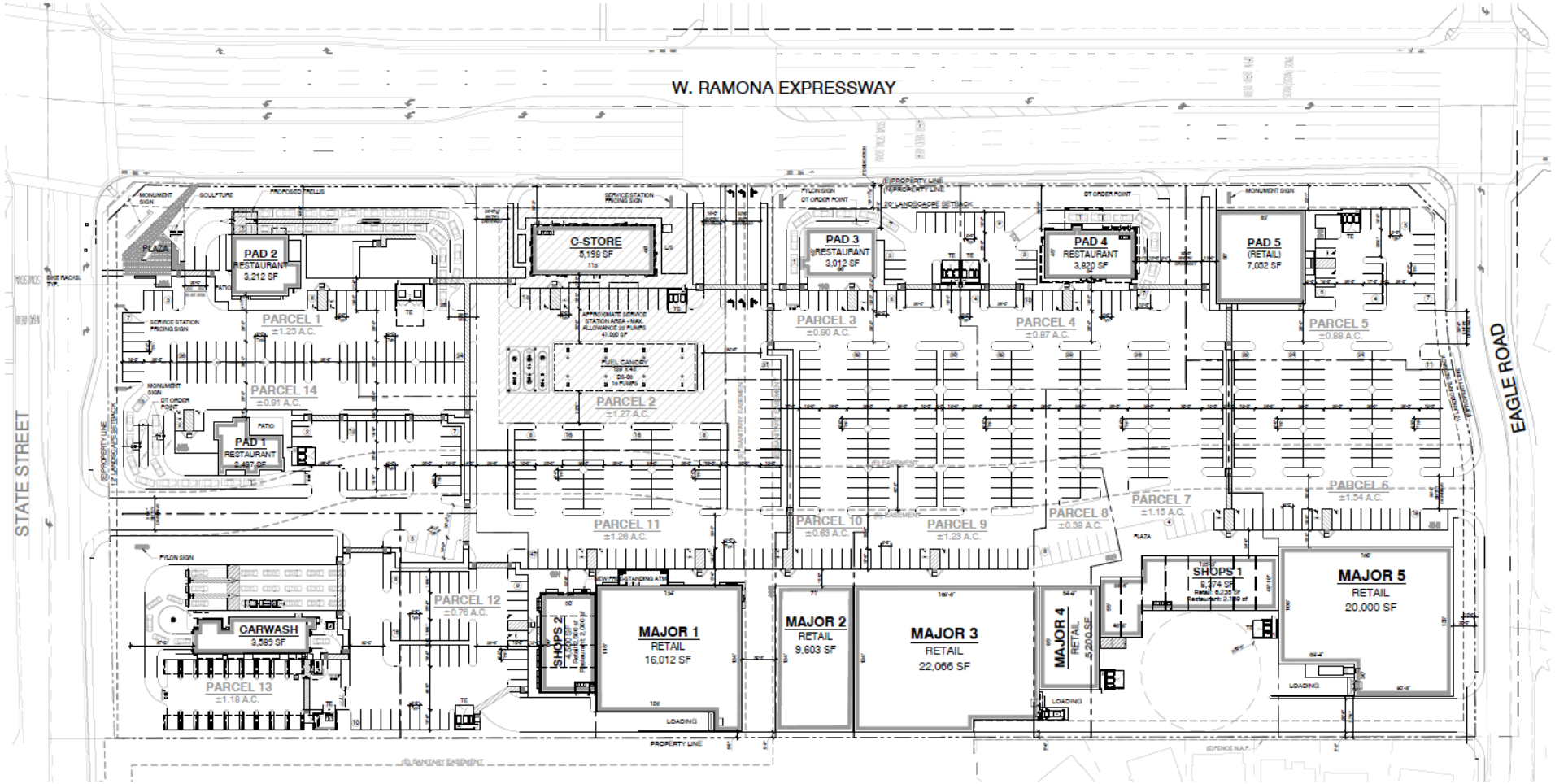
C. ACRONYMS

Acronym	Definition
RCA	Regional Conservation Area
RCFD	Riverside County Fire Department
RCP	Reinforced Concrete Pipe
RTA	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SF	Square Foot/Feet
SHPO	State Historic Preservation Office
SGMA	Sustainable Groundwater Management Act
SJDC	San Jacinto Development Code
SJUSD	San Jacinto Unified School District
SJVRWRF	San Jacinto Valley Regional Water Reclamation Facility
SMARA	Surface Minig and Reclamation Act
SWPPP	Storm Water Pollution Prevention Plan
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee
UCR	University of Riverside, California
UWMP	Urban Water Management Plan
VHFHZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Government

Figure 1: Regional Location

Figure 2: Project Vicinity Map

Figure 3: Site Plan



D. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

E. LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

☐ I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to the State CEQA Guidelines and the County's adopted Local CEQA Guidelines. The proposed project is a component of the whole action analyzed in the previously adopted/certified CEQA document.

☐ I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. Minor additions and/or clarifications are needed to make the previous documentation adequate to cover the project which are documented in this addendum to the earlier CEQA document (CEQA Section 15164).

☐ I find that the proposed project has previously been analyzed as part of an earlier CEQA document (which either mitigated the project or adopted impacts pursuant to findings) adopted/certified pursuant to State and County CEQA Guidelines. However, there is important new information and/or substantial changes have occurred requiring the preparation of an additional CEQA document (ND or EIR) pursuant to CEQA Guidelines Sections 15162 through 15163

Signature _____ Date _____

Printed Name _____ For _____

F. ISSUES & SUPPORTING INFORMATION SOURCES	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Aesthetics Will the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐

Response:
For purposes of determining significance under CEQA, a scenic vista is defined as an area that is designated and accessible to the public for the express purposes of viewing and sightseeing. This includes any such areas designated by a federal, state, or local agency. The City of San Jacinto (City) has not designated any scenic vistas.

Furthermore, although the introduction of new development at the project site may partially obstruct existing views of the San Jacinto and Santa Rosa mountains from adjacent residential land uses, the proposed project is consistent with the existing General Plan and Zoning regulations. Proposed building setbacks all exceed what is required and the proposed maximum building height (38 feet) is seven feet lower than the allowed 45 feet.

After project construction, views of the mountains will still be available from public locations depending on the viewer's specific location. Based on the analysis above, direct impacts to a scenic vista will not occur and potential indirect impacts to offsite public viewsheds will be less than significant. No mitigation is required

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

Response:
The State Scenic Highway Program was established by the California Department of Transportation (Caltrans) to preserve and protect scenic highway corridors from change that will diminish the aesthetic value of lands adjacent to state highways. Highways may be designated as scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. According to the California State Scenic Highway Mapping System, there are no designated or eligible state scenic highways within the viewshed of the proposed project that will be significantly impacted by the project. There will be no impact to State scenic highways. No mitigation is required.

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

Response:
The project site is located at a busy intersection in a suburban area surrounded by single family and commercial land uses. Policy RM-1.2 of the Natural Resource Element of the City General Plan defines scenic resources as mature trees, rock outcroppings, hillsides,

ridgelines, and other natural prominent landforms. Based on this definition, there are no scenic resources in the vicinity of or on the project site. The proposed project will be consistent with the developed nature of the project area. Impacts will be less than significant. No mitigation is required.

d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Response:

City Development Code (SJDC) Section 17.300.080, *Outdoor Light and Glare,* regulates light and glare by providing that exterior lights be shielded or modified, and located so as to eliminate spillover illumination or glare onto adjoining properties and to prohibit any interference with the normal operation or enjoyment of adjacent property.

SJDC Section 17.330.080, *Parking Design and Development Standards,* provides lighting requirements for parking areas. These include requirements that parking area light standards have a maximum height of 25 feet as measured from the usable parking or driving surface, and that illumination of parking lots and adjacent pedestrian areas does not exceed one-half foot-candle along lot lines of a project.

The project site is currently vacant with no existing sources of light or glare. The area surrounding the project is developed with urbanized land uses that provide various levels of nighttime lighting. Construction activities for the proposed project will occur during the day. Therefore, no temporary nighttime construction lighting impacts will occur. Operation of the proposed project will introduce new sources of commercial and street lighting next to and into the project site. The proposed lighting will be similar to the type and level of existing commercial lighting provided in the project vicinity and will be designed to direct light downward within the property to minimize spillover illumination and glare consistent with the City's Municipal Code. Potential light and glare impacts will be less than significant. No mitigation is required.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code

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

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

Response:

The project site is not zoned for agricultural use or designated by the California Department of Conservation (DOC) as Prime Farmland or Farmland of Statewide Importance. The project site does not contain any land zoned as forest land or trees with commercial timber

value. The project will not involve any development that will convert agricultural land to a non-agricultural use, conflict with existing zoning of forest land or timberland, result in the loss or conversion of forest land to non-forest uses, interrupt ongoing agricultural activity, or conflict with a Williamson Act contract. Therefore, the project will have no impact on agricultural, forest land, or timberland resources. No impacts to them will occur and no mitigation is required.

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

Response:
See discussion for (a) above.

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

Response:
See discussion for (a) above.

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

Response:
See discussion for (a) above.

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

Response:
See discussion for (a) above.

Sources:
1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials

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. **Will the project:**

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

Response:
The State Air Quality Implementation Plan (SIP) is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The SIP prepared for California is administered by the California Air Resources Board (CARB), which has overall responsibility for compiling emission inventories, developing suggested control measures, providing oversight to local programs in light of statewide air quality maintenance, and air pollution prevention. The project site is located within the South Coast Air Quality Management District (SCAQMD), which in coordination with the Southern California Association of Governments (SCAG) is responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB).

An Air Quality, Greenhouse Gas, and Energy Impact Study (AQ/GHG/Energy study) was prepared by MD Acoustics, LLC. The AQ/GHG/Energy study found that neither

construction nor operational-source emissions (regional and local) will cause a violation or substantively contribute to a violation of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) as the project emissions do not exceed SCAQMD thresholds as shown in the table below. Furthermore the project, the project will comply with all applicable SCAQMD construction-source emission reduction rules and guidelines. Therefore, the project will not conflict with or obstruct implementation of the South Coast AQMP. This impact is less than significant. No mitigation is required.

Regional Construction-Related Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO_2	PM10	PM2.5
Total for overlapping phases	73.08	21.13	28.26	0.03	1.50	1.09
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds?	No	No	No	No	No	No

Local Construction Emissions at the Nearest Receptors

	On-Site Pollutant Emissions (pounds/day)			
Activity	NOx	CO	PM10	PM2.5
Total for overlapping phases	19.92	24.25	0.92	0.85
SCAQMD Thresholds[1]	325	1,677	11.0	6.7
Exceeds Threshold?	No	No	No	No

Regional Operational Pollutant Emissions

	Pollutant Emissions (pounds/day)					
Activity	ROG	NOx	CO	SO2	PM10	PM2.5
Total Emissions	53.37	47.94	405.48	0.95	81.66	21.26
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Local Operational Emissions at the Nearest Receptors

	On-Site Pollutant Emissions (pounds/day)[1]			
On-Site Emission Source	NOx	CO	PM10	PM2.5
Total Emissions	2.22	18.81	2.78	0.77
SCAQMD Thresholds for 25 meters[5]	371	1965	4	2
Exceeds Threshold?	No	No	No	No

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐

Response:

The project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The incremental addition of pollutants will primarily be from increased vehicle traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects in the project area. Air quality will be temporarily degraded during project

construction activities that may occur separately or simultaneously with other projects. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. As noted in section 3. A above, the project will not exceed the SCAQMD thresholds for pollutant emissions. Therefore, because the project will not cause any exceedences in the applicable thresholds, the project's contribution to cumulative impacts is less than significant. No mitigation is required.

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

Response:

Sensitive receptors are populations that are more susceptible to the effects of air pollution than the population at large, such as the very young, the elderly, and those suffering from certain illnesses or disabilities. The populations residing at the single-family residences located north, south, and east of the project site may be affected by project emissions. Although grading and construction related emissions associated with the project could generate fugitive dust emissions at these receptors, they will not exceed air quality standards, and are temporary. Furthermore, construction of the proposed project will comply with existing SCAQMD rules for the reduction of fugitive dust emissions. 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 (disturbance area of approximately 14.5 acres) and the fact that the project won't export more than 5,000 cubic yards of material a day a 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 are 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 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. However, given the relatively low amount of heavy-duty construction equipment and construction schedule, the proposed project will not result in a long-term substantial source of toxic air containment emissions and corresponding individual cancer risk.

Project operational-sourced emissions will not exceed regional operational air quality thresholds or result in or cause a significant localized air quality impacts as discussed in the AQ/GHG/Energy study. Additionally, project-related traffic will not cause or result in CO concentrations exceeding applicable state and/or federal standards (CO "hotspots").

Project operational-source emissions will therefore not adversely affect sensitive receptors within the vicinity of the project. Impacts will be less than significant and no mitigation is required.

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

Response:

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 the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs will be emitted during construction of the project, which are objectionable to some; however, emissions will 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 will 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 will 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 will constitute a public nuisance related to air quality.

Potential sources that may emit odors during the on-going operations of the proposed project will include odor emissions from the fueling station, trash storage areas, and vehicle emissions. Due to the distance of the nearest receptors from the project site and through compliance with SCAQMD's Rule 402 no significant impact related to odors will occur during the on-going operations of the proposed project. No mitigation is required.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials
4. Project Air Quality/Greenhouse Gas Emissions Report, MD Acoustics, 2023 (Appendix A).

4. Biological Resources Will the project:

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

Response:

A Habitat Assessment and MSHCP Consistency Analysis was prepared by Phoenix Biological Consulting (biological resources study). Per the biological resources study the Multi-Species Conservation Program (MSHCP) was queried to determine what type of habitat assessment and potential survey requirements were necessary for the project site. The MSHCP query results indicated that there are no criteria cells in close proximity to the project site, nor are there any defined waterways. The query also indicated that surveys on the project site for burrowing owl were indicated. No other potential sensitive species or sensitive habitat was identified in the online RCA MSHCP database query.

Field investigations were conducted at the site in May and June of 2022 and verified in March of 2024 to determine the extent of existing plant communities on the project site and to evaluate the presence of burrowing owls, jurisdictional features, and riparian/riverine

habitat. The entire project site was found to be covered in ruderal or non-native grassland which is dominated by non-native plant species adapted to disturbance. Field investigation findings were verified in March of 2024. There are no trees on the project site.

Although no burrowing owls were found on the project site or on the surrounding buffer, several California ground squirrel (CGS) burrows were present on the project site. None of the CGS burrows had any sign of burrowing owls such as feathers, tracks, whitewash, pellets, or owls. However, due to the presence of numerous CGS burrows on site, a preconstruction survey for burrowing owl is recommended prior to ground disturbance to ensure no burrowing owls have moved onto the site since the burrowing owl survey was completed.

The project site was also found to have suitable ground nesting habitat for avian species. Although the MSHCP does not cover impacts to nesting birds, they are protected under section 3503 of CDFW code and the Migratory Bird Treaty Act (MBTA).

Potential impacts to nesting birds can be eliminated if vegetation suitable for nesting activity is removed outside of the nesting bird season, which typically begins in February and lasts until the end of August.

Impacts related to implementation of the MSHCP will be less than significant with implementation of the following mitigation measures.

Mitigation Measure BIO-1: A burrowing owl preconstruction survey shall be conducted no more than 30 days prior to any ground disturbance at the project site.

Mitigation Measure BIO-2: Ground disturbing and vegetation removal activities shall be conducted outside of the nesting bird season. If these activities must occur during the nesting season, a nesting bird survey should be conducted within 7 days prior to any ground disturbing activities to determine if any nesting birds occur within the project site. If nesting birds are not found within the project site, no further actions are required. If nesting birds are observed on site, no impacts shall occur within 250 feet (500 feet for raptors) of any active nests. Construction activity may only occur within 250 feet of an active nest at the discretion of a biological monitor.

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 Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐

Response:

Potential burrowing owl and nesting bird habitat was identified on the project site. No riparian habitat or other sensitive natural communities were identified. The entire project site consists of ruderal or non-native grassland. Per the MSHCP Geographical System (GIS) layers ruderal and non-native grassland is dominated by non-native plant species adapted to disturbance. With implementation of Mitigation Measures BIO-1 and BIO-2 (listed above), impacts to burrowing owls and nesting birds will be less than significant.

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

Response:

Per the biological resource study prepared for the project, there are no protected wetlands on or near the project site. No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒

Response:

Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations.

The project site is not located in an Essential Connectivity Area (ECA) as mapped in the California Essential Habitat Connectivity project: In addition, much of the land in the City has been converted from open space to commercial industrial, residential, and recreational uses, resulting in habitat fragmentation. Therefore, regional wildlife movement in the vicinity of the project site is limited. Because the project site does not provide a wildlife corridor, habitat linkage, or nursery site for migratory fish or wildlife species, there will be no impact. No mitigation is required.

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

Response:

The entire project site consists of ruderal or non-native grassland which is dominated by non-native plant species adapted to disturbance and there are no trees on the project site.

Other than the MSHCP, which is a regional plan, there are no local policies or ordinances that apply to the protection of onsite nesting bird and burrowing owl habitat. No inconsistencies with local policies or ordinances will occur. No mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Response:

Please see response to 4.a) above.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials
4. Project Biological Resources Report and MSHCP Consistency Analysis, Phoenix Biological Consulting, 2022 (Appendix B).
5. Preconstruction Survey APN 434-080-025 & 026. Phoenix Biological Consulting, 2024 (Appendix B)

5. Cultural Resources – Will the project:

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

Response:

Review of historic topographic maps and aerial photographs indicated the historic-period buildings, associated features, and landscaping dating to the 1950s or later were removed from the project parcels sometime between the mid-1980s and mid-1990s. A field survey was also conducted for the proposed project which confirmed that the condition was generally consistent with that of the previous site description and indicated so on the site record, with four additional (undocumented) features identified.

The resource within the project area (33-024106) was previously evaluated as not a "historical resource" under CEQA (Goodwin 2015). The previously undocumented features

are marginal, all date to the 1940s (decades after the period of significance for the City, during its formative era of 1869–1888), there is no historic-period refuse within the project area, and the previous evaluation of this portion of the resource (within APNs 434-080-025-2 and 434-080-026-3) as not a "historical resource" under CEQA remains valid (Shephard 2007; Goodwin 2014). Therefore, any impacts to historic resources are less than significant with the following mitigation measure.

Mitigation Measure CR-1: Unanticipated Discovery of Cultural Resources
In the event that previously undocumented historic or archaeological resources are unearthed during project construction, all earth-disturbing work near the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature of the find and determined appropriate treatment. Once the resource has been properly treated or protected, work in the area may resume. A Native American representative shall be retained to monitor any mitigation work associated with Native American cultural material.

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

Response:
The Cultural Resource Assessment prepared for the project determined that it is unlikely that there other archaeological resources (other than the historical resource discussed above) on the project site and no further investigations or archaeological monitoring are recommended. If any unforeseen resources are encountered during earthmoving activities on the project site, implementation of Mitigation Measure CR-1 (above) will ensure that impacts will be less than significant.

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

Response:
No human remains or cemeteries are known to exist within or near the project footprint. However, there is always the potential that subsurface construction activities could encounter and potentially damage or destroy previously undiscovered human remains. Accordingly, this is considered a potentially significant impact. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. With the implementation of Mitigation Measure CR- 2, potential impacts to human remains will be less than significant.

Mitigation Measure CR-2: Unanticipated Discovery of Human Remains
In the event that human remains are encountered during the course of any future development California State Law (Health and Safety Code Section 7050.5 and Section 5079.98 of the Public Resources Code) states that no further earth disturbance shall occur at the location of the find until the Riverside County Coroner has been notified. If the remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner of his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC.

Implementation of Mitigation Measure CR-1 and Mitigation Measure CR-2 will reduce potential impacts to archaeological resources, paleontological resources, and human remains by ensuring that any cultural resources encountered during project activities are handled in a suitable manner.

Sources:

1. 1.San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials
4. Cultural Resources Assessment, LSA 2023 (Appendix C)

6. Energy – Will the project:

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

Response:

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). Per the AQ/GHG/Energy Study prepared for the project, on-site construction equipment is expected to consume 21,687 gallons of diesel fuel; and construction worker, vendor, and hauling vehicles are expected to use up to 6,884 gallons of fuel. Project construction electrical consumption is expected to reach 38,646 kilowatt-hours (kWhs). All construction equipment will conform to CARB regulations and California emissions standards and the CARB Airborne Toxic Control Measure that limits idling times of construction vehicles to no more than five minutes. Equipment employed in construction of the project would therefore not result in inefficient, wasteful, or unnecessary consumption of fuel.

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). Operation of the project is expected to result in the consumption of up to 2,257,495 gallons of fuel per year. Trip generation generated by the proposed project is consistent with other similar commercial uses of similar scale and configuration as reflected in the traffic data. That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

The proposed land uses are expected to consume 2,223,725 kBTU[1] per year in natural gas and 1,991,634 kWh per year in the form of electricity. In 2022, the non-residential sector of the County of Riverside consumed approximately 8,720 million kWh of electricity. In 2022, the non-residential sector of the County of Riverside consumed approximately 147 million therms of gas. Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2022 demand. Furthermore, the project will be required to comply with the California Green Building Standards Code Title 24 energy efficiency requirements (CALGreen). Specifically, the project will be subject to mandatory measures for nonresidential buildings that are intended to reduce project energy demand include weather-resistant exterior walls, designated recycling areas for solid waste disposal, and HVAC air filters with a Minimum Efficiency

[1] kBTU = one-thousand British Thermal Units.

Reporting Value (MERV) of 8. Minimum standards for lighting efficiency are also established (CalGreen Section 5.106.8.1). Project impacts related to energy consumption are less than significant. No mitigation is required.

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

Response:

Consistency with the Integrated Energy Policy Report (California Energy Commission) As the state's primary energy policy and planning agency, the California Energy Commission prepares the Integrated Energy Policy Report (IEPR)—which provides a cohesive approach to identifying and solving California's pressing energy needs and issues—and collaborates with state and federal agencies, utilities, and other stakeholders to develop and implement energy plans and policies. The IEPR includes assessments and analyses of California's energy industry supply, production, transportation, delivery and distribution, demand, and prices. It also includes forecasts of electricity and natural gas demand for 10-year periods. Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the project is consistent with, and would not otherwise interfere with, nor obstruct implementation of the goals presented in the 2022 IEPR. Additionally, the project will comply with the applicable Title 24 standards which would ensure that the project energy demands would not be inefficient, wasteful, or otherwise unnecessary. As such, development of the proposed project would support the goals presented in the 2022 IEPR.

Consistency with State of California Energy Plan (California Energy Commission) The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with or obstruct, implementation of the State of California Energy Plan.

Consistency with California Code Titel 24, Part 6, Energy Efficiency Standards The 2022 version of Title 24 was adopted by the CEC and will become effective on January 1, 2023. The proposed project would be required to comply with the Title 24 standards in place at the time plan check submittals are made. Therefore, the project would not result in a significant impact on energy resources. The proposed Project would be subject to Title 24 standards.

Consistency with California Code Title 24, Part 11, CALGreen As previously stated, CCR, Title 24, Part 11: CALGreen is a comprehensive and uniform regulatory code for all residential, commercial, and school buildings that went in effect on January 1, 2009, and is administered by the California Building Standards Commission. CALGreen is updated on a regular basis, with the most recently approved update consisting of the 2022 California Green Building Code Standards that were published on July 1, 2022, and became effective on January 1, 2023. The Project would be required to comply with the applicable standards in place at the time plan check submittals are made.

Consistency with 350 The proposed project would use energy from SCE, which has committed to diversifying their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with the implementation of SB

350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption. As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

The proposed project will not conflict with or obstruct state or local plans for renewable energy or energy efficiency. This impact is less than significant. No mitigation is required.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. AQ/GHG Report (Energy section), MD Acoustics, 2023 (Appendix A)

7. Geology and Soils – Will the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to https://www.conservation.ca.gov/cgs/Documents/SP_042.pdf	☐	☐	☒	☐

Response:

The site is not within a currently established State of California Earthquake Fault Zone for surface fault rupture hazards. No active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, the potential for surface rupture due to faulting occurring beneath the site during the design life of the proposed development is considered low. This impact is less than significant No mitigation for this impact is required.

ii) Strong seismic ground shaking?	☐	☒	☐	☐

Response:

The Project site is situated within a seismically active region with several active faults. Active faults with the potential to cause ground shaking in the City include the San Jacinto Fault (Claremont Fault and Casa Loma Fault Segments), San Andreas Fault, and the Elsinore Fault. These faults will have the potential to produce an earthquake estimated up to 7.38 on the Richter Scale, according to the Geotechnical Investigation (Sladden 2021a). In the event an earthquake of this magnitude occurs, the Project site could experience periodic shaking, possibly of considerable intensity.

The Geotechnical Study prepared for the project includes several measures that are intended to minimize impacts associated with ground shaking including fil methodology, the type of fill, the overexcavation and recompaction of fill, the testing of fill, foundation and footing recommendations, slab thickness criteria, retaining wall parameters, load bearing capacities, and the supervision and documentation of these activities, etc. Impacts related to strong seismic ground shaking will be less than significant with implementation of these measures in addition to compliance with existing City construction development standards and seismic design parameters found in the California Uniform Building Code.

Mitigation Measure GEO-1: Prior to issuance of grading permits, the City shall 1) confirm that grading and construction plans prepared for the project have included the recommendations intended to minimize impacts associated with ground shaking that are provided in the Geotechnical Study and 2) determine that the grading and plans adhere to

City construction development standards as well as the seismic design parameters of the California Uniform Building Code.

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

Response:
Per the Geotechnical study prepared for the project soils encountered on the project site consisted predominately of loose to dense silty sand, sand with various amounts of silt or clay, poorly graded sand with various amounts of silt; and firm to very stiff sandy silt with various amounts of clay. Free groundwater was not encountered during this investigation. The historically highest groundwater is estimated to be at a depth of 40 feet below ground surface based on the County of Riverside Geologic Hazards Map (2004) and regional groundwater data.

Although the Riverside County Office of Information Technology GIS website shows the subject site to be in a moderate liquefaction potential area, more detailed analysis conducted by the Geotechnical Engineer as provided in the Geotechnical Study prepared for the project, shows that the on-site soils have a low potential for liquefaction and that the total liquefaction-induced settlement was calculated to be negligible. Implementation of design criteria provided in the Geotechnical study will further reduce any potential for liquefaction. This impact is less than significant and no mitigation is required.

iv) Landslides?	☐	☐	☒	☐

Response:
The project site is on a gently (<5%) sloping grade, over 1 mile from the nearest significant topographic change. As such, landslide/slope instability/rock fall issues pose a very low risk. This impact will be less than significant. No mitigation is required.

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

Response:
Temporary land clearing, import and stockpiling of fill material, and grading activities associated with project construction will uncover soil, which could be subject to erosion impacts. Additionally, construction equipment and vehicles could indirectly transport sediment to offsite locations. The Geotechnical Study prepared for the project includes measures intended to minimize soil erosion during construction including winterization and protection of exposed soils and protection of temporary excavations and slope faces during rainfall. A Storm Water Pollution Prevention Plan (SWPPP) will also be prepared and implemented for the project in accordance with the State Water Board National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit requirements. The SWPPP will provide a list of Best Management Practices (BMPs) to minimize potential adverse erosion impacts. Example BMPs include the use of silt fences or fiber rolls to trap sediment onsite and covering stockpiles for dust control and during rain events.

Once the project is constructed, the new development will permanently minimize loss of topsoil and control erosion with hardscape surfaces, landscaping, and by directing runoff within the site to water quality/stormwater detention basins.

Implementation of the erosion control measures provided in the Geotechnical Study prepared for the project and implementation of SWPPP BMPs will minimize erosion during project construction, and the project's design will reduce the potential for permanent erosion. This impact is less than significant. No mitigation is required.

Mitigation Measure GEO-2: Prior to issuance of grading permits, the City shall confirm that a SWPPP is prepared, that it is implemented, and that the erosion control measures recommended in the Geotechnical Study are included appropriately.

c) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐

Response:

As discussed previously, there are no substantial liquefaction or landslide risks at the project site. Lateral spreading is a phenomenon associated with liquefaction in which soils move laterally during seismic shaking. Due to the relatively flat topography of the site, the likelihood of lateral spreading is also low.

Subsidence and collapse refer to the caving in or sinking of land. According to the Geotechnical Study prepared for the project, the upper soils at the project site are moisture-sensitive and moderately collapsible under saturated conditions. Therefore, there is a moderate risk of post-construction movement of the foundations and floor systems of proposed structures from subsidence. Measures to reduce impacts associated with subsidence and collapse are provided in the Geotechnical Study prepared for the project. They include the use of fill, the type of fill, the overexcavation and recompaction of fill, the testing of fill, foundation and footing recommendations, slab thickness criteria, retaining wall parameters, load bearing capacities, and the supervision and documentation of these activities, etc.

Mitigation Measure GEO-3: Prior to the issuance of grading permits, the City shall confirm that measures related to the prevention of subsidence and collapse provided in the Geotechnical Study are included on construction plans and implemented in the field. City staff shall also verify that project grading and construction plans adhere to City construction development standards as well as the seismic design parameters of the California Uniform Building Code.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐

Response:

Expansive soils are generally clays, which increase in volume when saturated and shrink when dried. Various amounts of clay exist throughout the upper soil layers of the project site, indicating the potential for expansive soil hazards. Therefore, there is the potential for expansion and collapse of soils that could damage the proposed structures. The Geotechnical Study prepared for the project recommends the use of imported fill where appropriate, limitation of the slump of the concrete, proper concrete placement and curing, and place crack control joints at periodic intervals, in particular, where re-entrant slab corners occur. Concrete finishing and curing of concrete will also be conducted in in accordance with the latest guidelines provided by the American Concrete Institute, Portland Cement Association, and the American Society for Testing and Materials. Impacts related to expansive soils will be less than significant with implementation of the relevant recommendations made in the Geotechnical Study prepared for the project and adherence to other City and State requirements concerning concrete installation.

Mitigation Measure GEO-4: Prior to the issuance of grading permits, the City shall confirm that measures intended to avoid impacts related to expansive soils provided in the

Geotechnical Study are included on construction plans and implemented in the field; and that project grading and construction plans adhere to City construction development standards as well as the seismic design parameters of the California Uniform Building Code.

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

Response:
The project will be connected to the City's or EMWS's existing sewer system for wastewater disposal and will not require a septic system. Therefore, the project will not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems.

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

Response:
Sand, gravel, clay, and other unconsolidated materials that overlie bedrock are known as surficial deposits. Surficial deposits in the vicinity of the subject site are indicated on regional geologic maps to be comprised predominately of Quaternary alluvium. Specifically, formational materials mapped at the subject site are surficial sediments that are considered to have a "High Sensitivity at Depth" in regards to the likelihood of encountering paleontological resources. So although no paleontological resources have yet been identified on project site, it is possible that proposed ground moving activities could unearth previously undiscovered paleontological resources. Therefore, impacts will be potentially significant and Mitigation Measure GEO-5 is required to ensure proper handling of potentially unanticipated paleontological resources.

Mitigation Measure GEO-5: In the event that paleontological resources are unearthed during grading, ground disturbance activities shall be temporarily suspended or redirected until a paleontologist has evaluated the nature and significance of the find. If the discovery proves to be significant under CEQA, additional work such as preservation in place or data recovery, shall occur as required by the paleontologist in coordination with City staff and descendants and/or stakeholder groups, as warranted. Once the resource has been properly treated or protected, work in the area may resume.

Sources:
1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. Geotechnical Investigation, Salem Engineering Group, 2023 (Appendix D)

8. Greenhouse Gas Emissions – Will the project:

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

Response:
Construction and operation of the proposed project will result in greenhouse gas emissions. Per the AQ/GHG/Energy study prepared for the project, project construction activities are

expected to generate a total of 296.07 MTCO2e[2], or 9.87 MTCO2e per year when averaged over 30 years[3],

With project operation, greenhouse gas emissions will also occur over the life of the project. The operational emissions for the project are expected to be 16,594 metric tons of CO2e per year.

The City of San Jacinto is part of the Western Riverside Council of Government (WRCOG). The WRCOG adopted the WRCOG Subregional Climate Action Plan (CAP) in September 2014. Twelve cities in the subregion joined efforts to develop the Subregional CAP, which set forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). The CAP consists of an emissions reduction target of 15% below 2010 levels by 2020 and 49% below 2010 levels by 2035. As indicated in the CAP the emission reduction target of 15% from 2010 levels equates to a GHG emissions reduction of nearly 2,330,647 metric tons below business-as-usual (BAU) conditions by 2020. In order to reach these goals, the CAP provides feasible strategies, while affording its communities other economic and environmental benefits. Therefore, to determine whether the project's GHG emissions are significant, this analysis uses the WRCOG CAP. The project has been designed to be consistent with the WRCOG CAP as presented below. Impacts would be less than significant. No mitigation is required.

Project Consistency with Applicable WRCOG Subregional CAP Reduction Measures

E-1: Energy Action Plan	Improve municipal and community wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP)	Not directly applicable to the project; however, the project will be compliant with the current Title 24 and CALGreen standards
E-3: Shade Trees	Strategically plant trees to reduce the urban heat island effect.	The proposed project is to include trees per City requirements for new developments.
T-2: Bicycle Parking	Provide additional options for bicycle parking.	The proposed project will follow City requirements for bicycle parking.
T-8: Density	Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	The proposed project is commercial and located within 0.25 miles of a residential community.
T-10: Design/Site Planning	Design neighborhoods and sites to reduce VMT.	The proposed project is commercial and located within 0.25 miles of a residential community.
T-14: Voluntary Transportation Demand Management	Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving.	The proposed project is commercial and located within 0.25 miles of a residential community.

[2] MTCO2e + metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide.
[3] The emissions are averaged over 30 years because the average is added to the operational emission calculations per SCAQMD.

SW-1: Yard Waste Collection	Provide green waste collection bins community-side.	The project will be required to comply with City programs, such as the City's recycling and waste reduction program, which complies with the 75 percent reduction required by 2020 per AB 341.
SW-2: Food Scrap and Paper Division	Divert food and paper waste from landfills by implementing collection system.	The project will be required to comply with City programs, such as the City's recycling and waste reduction program, which complies with the 75 percent reduction required by 2020 per AB 341.

Source: WRCOG Subregional Climate Action Plan (2014)

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

Response:

As noted above, the City of San Jacinto is participating the WRCOG Subregional Climate Action Plan and the project is consistent with applicable CAP reduction measures.

The CARB Climate Change Scoping Plan (December 2008) is also applicable to the project. 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". Originally approved in 2008, the plan has been updated twice, once in 2014 and again in 2017. 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 is provided below. As indicated, the project is consistent with the applicable strategies and will result in a less than significant impact. No mitigation is required.

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	**Project Compliance with Measure**
California Light-Duty Vehicle Greenhouse Gas Standards-Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.

Energy Efficient-Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard-Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.
Medium/Heavy-Duty Vehicles-Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.
Green Building Strategy-Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and interna air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases-Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce hydrofluorocarbon emissions from vehicular and commercial refrigeration systems vehicles that access the project site that are required to comply with the measures will comply with the strategy.
Water-Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CALGreen requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clear Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.

Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty-low-Nox standard.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the project site are required to comply with the standards and therefore will comply with the strategy.
Implement SB 350 by 2030; Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the Short-Lived Climate Pollutant Reduction Strategies and SB 1383.	Consistent. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which complies with the 75 percent reduction required by 2020 per AB 341.

Source: CARB Scoping Plan (2008 and 2017)

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials
4. Project Air Quality/Greenhouse Gas Emissions Report, MD Acoustics, 2023 (Appendix A).

9. Hazards and Hazardous Materials – Will the project:

a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐

Response:
Construction activities at the project site would involve the use of hazardous materials such as fuel, asphalt, lubricants, toxic solvents, pesticides, and herbicides which would be transported to and from the site and be present temporarily during construction. These potentially hazardous materials would not be used in quantities sufficient enough to pose a significant hazard to public health and safety or the environment, and their use during construction would be short-term.

Operation of the project would involve the use of hazardous materials such as cleaners, solvents, paints, degreasers, pesticides, fertilizers, and other custodial products, as well as gasoline/diesel. The materials used and stored onsite would be clearly labeled and safely stored in compliance with state and federal requirements. A permit to operate an underground storage tank (UST) system is required per California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. These regulations mandate the testing and frequent inspections of the UST facilities. The project occupant(s) would be required to prepare a Spill Contingency Plan to be filed with the County of Riverside Hazardous Materials Department. All operations of the gas station and related USTs would be required to comply with all federal, state, and local laws regulating the management and use of hazardous materials. With the exercise of normal safety practices, the proposed project would not create substantial hazards to the public or the environment. Therefore, a less than significant impact would occur.

The transport, use, storage, and disposal of hazardous materials would be required to comply with existing regulations established by several agencies, including the Department of Toxic Substances Control, the US Environmental Protection Agency (EPA), the US Department of Transportation, and the Occupational Safety and Health Administration. Moreover, any businesses that transport, generate, use, and/or dispose of hazardous materials in the City are subject to existing local hazardous materials regulations, such as those implemented by the Riverside County Department of Environmental Health which is the Certified Unified Program Agency (CUPA) for Riverside County. This program is responsible for consolidating, coordinating, and making consistent the administrative requirements, permits, inspections, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in Riverside County, including the City of San Jacinto. Compliance with federal, state, and local laws and regulations would result in a less than significant impact. No mitigation is required.

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?	☐	☐	☒	☐

Response:
As described in the response to 9.a, above, construction and operation of the proposed project would involve the transport, storage, and use of hazardous materials on the site including common cleaning substances, building maintenance products, lubricants, paints, solvents, herbicides, pesticides, fertilizers, and most notably diesel and gasoline fuel for the gas station. An impact could occur if construction and operation of the proposed project create conditions where hazardous materials could easily contaminate surrounding soil, water, or air.

Construction projects typically maintain supplies onsite for containing and cleaning small spills of hazardous materials. However, construction activities would not involve a significant amount of hazardous materials, and their use would be temporary. Furthermore, project construction workers would be trained on the proper use, storage, and disposal of hazardous materials.

Operation of the commercial land uses would not warrant use of hazardous materials in quantities that could result in hazardous conditions. However, operation of the proposed gas station could result in hazardous materials due to the potential to have liquefied petroleum gas (LPG) tanks; operation of the gas station would require a permit. All on-site activities during construction and operation would be required to adhere to federal, state, and local regulations for the management and disposal of hazardous materials, including but not limited to California Code of Regulations Title 23, Division 3, Chapter 16, California Health and Safety Code Section (25280-25299.8) and Riverside County Ordinance 617. Also, construction activities would be conducted in accordance with the Storm Water Pollution Prevention Plan (SWPPP) as part of the NPDES permit, as detailed in Section V.10, Hydrology and Water Quality. The primary objective of the SWPPP is to identify, construct, implement, and maintain BMPs to reduce eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from the construction site. BMPs for hazardous materials include, but are not limited to, off-site refueling, placement of generators on impervious surfaces, establishing clean out areas for cement, etc. While the risk of exposure to hazardous materials cannot be eliminated, adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials and with the safety procedures mandated by applicable federal, state, and local laws and regulations. Therefore, transport, use, and/or disposal of hazardous materials during construction and operation of the proposed project would be properly managed, and impacts would be less than significant. No mitigation is required.

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

Response:

The nearest school to the project site is Mt. San Jacinto College, located 0.28 miles to the north of the project site. As discussed above in Section 4.9.a and 4.9.b, hazardous materials used during temporary construction activities and commercial land use will be common in type and of low-concentration properties. With the additional distance and separation between the offsite school and project site, no impacts are anticipated.

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, will it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Response:

The project site is not included on a list of hazardous materials databases compiled by the California Department of Toxic Substances Control (DTSC) or the State Water Resources Control Board (SWRCB) (DTSC 2022; SWRCB 2022). According to the Phase I ESA, the project site is not listed on environmental databases for hazardous sites, and there are no Leaking Underground Storage Tank (LUST)/Spill sites on site. Per the Phase I Report prepared for the project site, there is no evidence of significant environmental concern or recognized environmental conditions in connection with the project site. Therefore, no impact would occur. No mitigation is required.

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, will the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒

Response:

The project will not be within two (2) miles of a public airport or public use airport; or result in a safety hazard or excessive noise for people residing or working in the project area. The project site is not located within an airport land use plan and there are no public airports within two (2) miles of the project site. The nearest airport is Hemet-Ryan Airport located approximately four miles southwest of the project site. Therefore, no impacts will occur.

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

Response:

According to the General Plan Public Safety Element, the purpose of the City's Emergency Preparedness Plan is to respond to emergency situations with a coordinated system of emergency service providers and facilities. The Emergency Preparedness Plan is intended to maximize the efforts of emergency service providers (e.g., fire, medical, and law enforcement) and minimize human suffering and property damage during disasters. It also supports high-level multi-jurisdictional cooperation and communication for emergency planning and management. In the event evacuation is required, the Riverside County Sheriff's Department will identify and direct traffic to designated emergency evacuation routes. Owners and lessees of the proposed buildings and land uses will be expected to comply with the City's emergency response plans. No long-term impacts are anticipated.

During construction, there could be the potential for temporary lane closures to allow for utility connections. However, the temporary lane closures will be for a short period of time and will be implemented in accordance with recommendations provided in the California Temporary Traffic Control Handbook to ensure that emergency access will be maintained at all times. Temporary construction activities will not physically impair or interfere with emergency response plans in the project vicinity. Therefore, potential impacts associated with conflicts to emergency response plans will be less than significant.

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

Response:

As discussed in Section 20, *Wildfire*, the project site is not within a very high fire hazard severity zone (VHFHSZ). The project will not substantially exacerbate existing wildfire hazards in the area and will provide adequate emergency access. Impacts related to wildland fire exposure will be less than significant.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials
4. Phase I ESA, Salem Engineering Group, 2023 (Appendix E)

10. Hydrology/Water Quality – **Will the project**:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐

Response:
The project site currently slopes generally from southeast to northwest. During construction, there will be the potential that degraded surface water runoff generated from the construction site could be conveyed into local and regional drainage facilities. Depending on the constituents in the surface water, the water quality of the project area surface water bodies could be reduced, which could conflict with beneficial uses established for the applicable surface water bodies. The proposed project will disturb more than one acre of area and will, therefore, be required to obtain a NPDES State General Construction Permit from the State Water Resources Control Board. In accordance with the State General Construction Permit, the project applicant will be required to file a Notice of Intent (NOI) to the Storm Water Report Tracking System and obtain a waste discharger identification number from the State Water Resources Control Board. Additionally, the General Construction Permit requires the development and implementation of a SWPPP. The SWPPP will identify Best Management Practices (BMPs) to minimize degraded surface water runoff impacts. Such measures will include a site map that shows the construction site perimeter, existing and proposed buildings, parking areas, roadways, storm drain collection and discharge points before and after construction. Additionally, structural BMP placement will include use of sandbags or waddles near drainages, use of rumble racks or wheel washers or other measures to avoid sediment transport. Compliance with the NPDES short-term regulatory requirements will reduce potential short-term construction related impacts to water quality to less than significant.

The long-term operation of the proposed project will generate surface water runoff that could contain pollutants that could conflict with applicable surface water beneficial uses. The proposed project will be regulated under NPDES Municipal Stormwater Permits issued by the Regional Water Quality Control Board and will be required to comply with the City's Stormwater Program Management Ordinance to reduce the amounts of impervious areas and capture and treat or infiltrate stormwater runoff.

Two Water Quality Management Plans (WQMPs) have been prepared for the proposed project in accordance with the requirements of the non-point source NPDES Permit for Waste Discharge Requirements. One WQMP was prepared for the overall project site and another WQMP was specifically prepared for the proposed gas station and convenience store to be located within the project site. Although a separate WQMP was prepared for the gas station and convenience store, they are also evaluated as part of the overall WQMP prepared for the project site. Per the WQMPs, the proposed project will divert surface runoff away from buildings and into several catch basins located throughout the surface parking area to an underground infiltration basin for treatment and recharge. Flows beyond the required treatment volume will discharge from the underground infiltration basin to a proposed 48" reinforced concrete pipe (RCP) storm drain line on State Street. The proposed 48" RCP storm drain line is an extension of the existing storm drain line. In addition, the WQMPs outline several non-structural source control BMPs to be implemented during project operation, including but not limited to include education of property owners and lessees of the properties, common area landscape management, litter control, catch basin inspection, maintenance of landscaping with minimum or no pesticides, and street sweeping. Structural BMPs may include storm drain system stenciling, design outdoor hazardous material storage areas to reduce pollutant introduction, and design trash enclosures to reduce pollutant introduction. Compliance with WQMP non-structural

and structural and treatment control measures will reduce potential long-term operational impacts to water quality to less than significant.

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

Response:
Project implementation will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The project site is not located on an active groundwater recharge basin and the proposed project does involve the construction of any groundwater wells that will extract groundwater. The project also includes onsite detention/infiltration basins to allow for collection and percolation of stormwater flows generated by the new impervious surfaces. The project will have no activities that will substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

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

i) Result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐

Response:
The project has been designed to maintain the existing drainage pattern on the project site. During earthwork activities, there could be the potential that uncovered soils on the project site could be exposed to water erosion and/or wind erosion impacts. Additionally, there will be the potential that construction vehicles and construction equipment could transport sediment onto local streets and into local drainage systems. As discussed above, the proposed project will be required to prepare a SWPPP per the General Construction Permit and will require implementation of BMPs to avoid erosion and sediment transfer impacts. Potential erosion and sediment transfer impacts will be less than significant.

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

Response:
The imperviousness of existing site conditions and of the proposed condition was utilized to calculate expected stormwater runoff on- and off-site. According to the Hydrology study prepared for the project, proposed conditions are expected to result in an increase of 8.24 cubic feet squared (CFS) during a 100-year storm event over the current vacant lot conditions and an increase of 5.7 CFS during a 10-year storm. The hydrologic analysis conducted for the project shows that the proposed 48-inch RCP extension to Line H-2 will have capacity to convey the 10-yr storm event without the need for onsite flow mitigation. The developer's construction of the Line H-2 extension will be provided to capture the onsite flows from the project site and to benefit the City in the future plans to complete the Master Plan of Drainage facilities that would alleviate potential flooding within the surface. Impacts will be less than significant.

iii) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐

Response:
See Response 10.c.ii, above regarding the amount of runoff and capacity. Regarding additional sources of polluted runoff, the proposed project will be required to comply with

NPDES General Construction Permit requirements and Municipal Code regulations. With compliance with the project drainage plan, WQMP, Municipal Code regulations and NPDES General Construction Permit requirements, potential water impacts will be less than significant.

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

Response:
Implementation of the proposed project will not impede or redirect flood flows. As shown on Federal Emergency Management Agency (FEMA) floodplain mapping, the project site is located in Flood Zone X, denoting an area with reduced flood risk because of a levee. Per the WQMP prepared for the project the existing system has the capacity to handle 10-year storm flows. Impacts will be less than significant.

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

Response:
According to the City of San Jacinto General Plan Draft Environmental Impact Report (EIR), *Figure 5.10-4 FEMA Flood Map*, the project site is not located in a flood zone. The project site is located in an inundation area associated with Little Lake, as shown in *Figure 5.10-5 Dam Inundation Map,* of the Draft EIR. In the event of dam failure at Little Lake, the project site will be susceptible to flooding that will increase the risk for the release of pollutants. Pursuant to the 2022 General Plan Draft EIR, Little Lake is a small 5-acre lake located in eastern Hemet that includes a small dam. Little Lake is owned and operated by the Lake Hemet Municipal Water District and has no history of dam failure. Acceptable performance of the dam is expected under all structural loading conditions (static, hydrologic, seismic) in accordance with the minimum applicable state or Federal regulatory criteria or tolerable risk guidelines. Monitoring and mitigation of dam failure is constantly occurring at both the federal and state levels and dam failure inundation maps are reviewed and approved by the California Office of Emergency Services. Sellers of real estate within inundation zones are also required to disclose this information to prospective buyers. Based on the information provided above and with implementation of standard Federal and state policies and regulations, potential impacts associated with release of pollutants from a flood hazard will be less than significant. The project site is also not located near the ocean or other large body of water that could result in exposure to a tsunami or seiche; therefore, impacts are considered less than significant.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Response:
The proposed project will implement the BMPs provided in the SWPPP and the WQMP prepared for the project which will treat onsite low flows to protect beneficial uses for surface waters identified in the Santa Ana Basin Plan. Project impacts to water quality would be less than significant.

In 2014, the California Legislature enacted the Sustainable Groundwater Management Act (SGMA), which requires local groundwater management agencies to sustainably manage groundwater resources. The project site overlines the San Jacinto Groundwater Basin. Eastern Municipal Water District (EMWD) has developed a Groundwater Sustainability Plan (GSP) in September 2021 for the San Jacinto Groundwater Basin in compliance with the Sustainable Groundwater Management Act. The purpose of this GSP is to define the groundwater conditions that will be used to ensure ongoing, long-term, sustainable management of the groundwater resources within the Plan Area. The GSP identifies

potential constraints that could affect groundwater sustainability and potential actions to mitigate the effects. EMWD evaluates the GSP at least every five (5) years from adoption of the plan to monitor the health of the groundwater basin and if adaptive actions are needed to maintain sustainability. At this time, adaptive management actions are not required to maintain sustainability because of rising groundwater levels and increased groundwater in storage over the past 30 years.

The proposed project is consistent with the City of San Jacinto General Plan and the water demands for the project are accounted for in the EMWD Urban Water Management Plan which includes available groundwater supplies. Therefore, the proposed project will not conflict with the Eastern Municipal Water District Groundwater Sustainability Plan.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials

11. Land Use – Will the project result in:

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

Response:

The project site is currently an undeveloped lot situated at the intersection of two arterial highways, within a general suburban setting of the City that is in transition from undeveloped and rural-residential lands to medium density residential and commercial development. No improvements are proposed that would divide the community, redirect traffic through existing residential neighborhoods, nor will it introduce any physical barriers between the project site and surrounding area. Therefore, no impacts will occur regarding physically dividing an established community.

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

Response:

The project site is designated for Commercial land uses in the City's General Plan Land Use Element and also zoned for commercial land uses (Commercial General). The proposed project is consistent with General Plan goals and policies relevant to commercial land uses and an allowed use in the Commercial General zone. The project will also be consistent with applicable air quality, greenhouse gas and energy plans and policies and the RCA MSHCP with implementation of MM Bio 1. Impacts will be less than significant with mitigation.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report, City of San Jacinto General Plan
3. Project Application Materials

12. Mineral Resources – Will the project:

a) Result in the loss of availability of a known mineral resource that will be of value to the region and the residents of the state?	☐	☐	☐	☒

Response:

The potential for mineral resource extraction within the City of San Jacinto is limited. The nearest mineral resource extraction site is the Jack Rabbit Canyon Quarry, a sand and gravel quarry, which is not within five miles of the project site. There are no known mineral

resources of regional or statewide significance in the project vicinity. Consequently, there will be no impacts to mineral resources of local or statewide value.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Response:
See response for (a) above.

Sources:
1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, Sections 2710-2796), https://www.conservation.ca.gov/dmr/lawsandregulations

13. Noise – Will the project result in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? Or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐

Response:

Construction

Construction activities generally are temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction activities will occur over approximately eight months and will include the following phases: grading, building construction, paving, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the initial demolition and grading phase. This phase of construction has the potential to create the highest levels of noise. Typical noise levels generated by construction equipment are shown in the Table below, Maximum Construction Noise Levels. It should be noted that the noise levels identified in this table 3 are maximum sound levels (Lmax), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance will be due to random incidents, which will last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)[2]	L_{max} at 10 Feet (dBA)
Backhoe	40	78	92
Compressor	40	78	92
Concrete Saw	20	90	104
Dozer	40	82	96
Dump Truck	40	76	90
Excavator	40	81	95
Flatbed Truck	40	74	88
Grader	40	85	99
Loader	40	79	93
Paver	50	77	91
Roller	20	80	94
Scraper	40	85	99
Tractor	40	84	98
Water Truck	40	80	89
Welder	40	74	88

Note:
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.
2. These noise levels represent the A-weighted maximum sound level (L_{max}) measured at a distance of 50 feet from the construction equipment.
Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

As shown, the highest noise levels from construction are predicted to range from approximately 88 dBA Lmax to 104 dBA Lmax at the nearest receivers 10 feet to the southeast. These maximum noise levels are considered to be a peak exposure, applicable to not more than 10–15% of the total construction period, only while the construction activity is taking place along the property boundary closest to these nearest off-site receivers. The City does not have established numerical noise standards for construction noise if the construction activities occur within the allowable hours specified by the Municipal Code. Section 8.040.090 (A) of the City of San Jacinto Municipal Code allows construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction is allowed on Sunday or federal holidays. Construction occurring consistent with these provisions is exempt from noise regulations described in the City of San Jacinto's Noise Ordinance.

Operation

Implementation of the project will result in changes to existing noise levels on and around the project site by developing new stationary sources of noise, including introduction of heating, ventilation, and air conditioning (HVAC) equipment. These sources may affect noise-sensitive vicinity land uses off the project site. HVAC units will be installed on the roof of the proposed commercial buildings. Typically, HVAC equipment noise is approximately 66 dBA at 3 feet from the source.1 Based upon the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source.[2] The nearest sensitive receptors to the project site are the single-family residences located adjacent to the southeast. However, HVAC units will be located at the center of the rooftop and will be located approximately 72 feet from the nearest sensitive receptor to the southeast. Noise from the proposed HVAC units will be approximately 38 dBA at 72 feet and will not be audible above the existing noise levels. In addition, the proposed HVAC units will be shielded by a screen, which will further attenuate operational noise from the

HVAC units. Therefore, the proposed HVAC units will not generate noise levels in excess of City of San Jacinto's maximum exterior noise level of 65 dBA Leq during daytime and 45 dBA Leq during nighttime. Thus, the proposed project will not result in significant noise impacts from HVAC units at the nearest sensitive receptor, and stationary noise levels from the proposed HVAC units will comply with the City's Municipal Code Noise Ordinance. Impacts in this regard will be less than significant.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards, which are based on a time-averaged scale such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. The project proposes 532 parking spaces within the project site. The nearest sensitive receptor (single-family uses) to the proposed parking lot will be located approximately 55 feet to the east of the project site. Parking lot noise levels could range between 53 dBA and 63 dBA at 50 feet. However, there is an existing seven-foot noise barrier wall along the western property line of the residential uses to the east which will shield the parking lot noise. Further, parking lot noise will be partially masked by background noise from traffic along Eagle Road and Ramona Expressway. As such, parking lot noise levels will not exceed the City's day-night average exterior sound level standard for residential use (65 dBA) and the City's nighttime noise standards (45 dBA). As such, the noise impacts from parking lot activities will be less than significant.

The proposed automated carwash facility including a machine dryer will be a total of 110 feet long and will be located at the southwestern side of the project site. Typical measured noise level from the car wash activities is approximately 78 dBA at 45 feet from the car wash exit.[4] The nearest sensitive receptor to the project site is the single-family residence located approximately 600 feet to the east of the proposed car wash exit. Noise from the proposed car wash activities will be approximately 55 dBA at 600 feet and will not exceed the City's daytime noise standard of 65 dBA for single-family residential uses. The proposed car wash will not be operational during the nighttime hours. Thus, the proposed project will not result in significant noise impacts from car wash activities to the nearest sensitive receptor, and stationary noise levels from the proposed car wash activities will comply with the City's Municipal Code Noise Ordinance. Impacts in this regard will be less than significant.

Based on the Trip Generation Data received from the project's traffic engineers, the proposed project is expected to generate approximately 11,265 average daily trips (ADT). The project is expected to provide access along Ramona Expressway and State Street. Based on the City of San Jacinto General Plan Noise Impact Study prepared by MD Acoustics, LLC dated July 15, 2022, existing traffic volumes along Ramona Expressway and State Street will be approximately 20,150 and 22,050 respectively. As a conservative analysis, the proposed project ADT will represent increases of approximately 55 percent and 51 percent in the daily traffic compared to the existing traffic conditions on Ramona Expressway and State Street respectively. According to Caltrans, a doubling of traffic (100 percent increase) on a roadway will result in a perceptible increase in traffic noise levels (3 dBA).

As a result, project-related increases in traffic volume will not significantly increase the existing traffic noise levels. Thus, the project's operational traffic noise levels are not expected to be significant.

Vibration

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The Caltrans Transportation and Construction Vibration Manual identifies various vibration damage criteria for different building classes. This evaluation uses the Caltrans architectural damage criterion for continuous vibrations at residential buildings of 0.2 inch-per second (inch/second) Peak Particle Velocity (PPV). The types of construction vibration impacts include human annoyance and building damage.

Based on the site plan, construction activities will likely take place as near as approximately 15 feet from the nearest residential use south of the project. However, it is acknowledged that construction activities will occur throughout the project site and will not be concentrated at the point closest to the nearest structure. Based on the vibration levels presented in Table 4, ground vibration generated by heavy-duty equipment will range from approximately 0.0065 to 0.1915 in/sec PPV at 15 feet from the source of activity. As such, the nearest residential buildings located 15 feet southeast of the project site will not be exposed to vibration levels exceeding the Caltrans 0.2 in/sec PPV significance threshold for vibration. Additionally, groundborne vibration during construction will be a temporary impact and will cease completely when construction ends. Once operational, the project will not be a source of groundborne vibration. Impacts will be less than significant.

The project will not involve operation of trains or heavy trucks, as such operational vibration impacts from the project will be less than significant.

b) 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, will the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Response:

The nearest airports are Hemet-Ryan Airport located approximately 5.2 miles to the southwest of the project site. Furthermore, the project site is not located within the private or public airports within 2 miles radius. Impacts will be less than significant.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. Project Noise Study, MAT Engineering, 2023 (Appendix F)

14. Population and Housing – Will the project:				
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 road or other infrastructure)?	☐	☐	☒	☐

Response:
Although the proposed project does not include any residential development the proposed commercial development will provide new job opportunities in San Jacinto, which could indirectly induce population growth should employees relocate to the city. However, due to the nature of project-related employment opportunities and the connected nature of the region, employees will likely be drawn from the local workforce and will not result in the relocation of any new residents to San Jacinto. Most employees will likely be drawn from the existing local population. Therefore, impacts related to population and housing will be less than significant. No mitigation is required.

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

Response:
The project involves the construction of a commercial development on a vacant lot. The project will not displace existing housing or people. There will be no impact. No mitigation is required.

Sources:
5. San Jacinto General Plan
6. Final Environmental Impact Report City of San Jacinto General Plan
7. San Jacinto Municipal Code

15. Public Services – Will the project:

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☒	☐

Response:
The Riverside County Fire Department (RCFD) will provide fire protection service to the project site. Although project implementation will incrementally increase the demand for fire services, this increased demand for fire service will not affect the City of San Jacinto's current Class 3 Insurance Services Office (ISO) Rating or require the construction of a new fire station or improvements to an existing station to maintain response times. The project will be responsible for the payment of development impact fees to offset future fire protection needs. Additionally, the project will be required to comply with applicable RCFD codes, ordinances, and regulations regarding fire prevention and suppression measures; fire hydrants and sprinkler systems; emergency access; and other similar requirements. Payment of development impact fees and compliance with fire code standards will reduce potential impacts to fire protection service to less than significant.

ii) Police protection?	☐	☐	☒	☐

Response:
The project will incrementally increase the need for law enforcement protection services. The Riverside County Sheriff's Department will provide police protection service for the project site. Services offered by the Sherriff's Department include police patrol, traffic enforcement, Community Oriented Policing and Problem Solving (COPPS), investigations, bicycle patrol, canine team, Allied Riverside Cities Narcotics Enforcement Team (ARCNET), animal control, police explorers, citizen volunteers, Drug Abuse Resistance Education (DARE), and neighborhood watch. The City will continue to ensure that the level of service provided by the Sheriff's Department corresponds to the number of residents

and businesses within the City, as well as to current law enforcement problems. The project will contribute by paying development impact fees and by generating revenue to fund existing and future Sheriff's Department facilities. Potential impacts to the Sheriff's Department services will be less than significant. No mitigation is required.

iii) Schools?	☐	☐	☒	☐

Response:
The project site is within the San Jacinto Unified School District (SJUSD). SJUSD serves areas within the cities of San Jacinto, Hemet, Moreno Valley, Beaumont, and unincorporated areas within the County of Riverside. SJUSD currently educates a total student population of approximately 10,590 kindergarten through twelfth grade students. The School District currently operates seven (7) elementary school sites, two (2) middle school sites, and two (2) high school sites. An additional elementary school is planned near Vernon Avenue and Ramona Expressway. As the project is commercial in nature and the majority of the employees are expected to come from areas served by SJUSD, there will not be a significant increase in students such that school facilities could be significantly impacted. No mitigation is required.

iv) Parks?	☐	☐	☐	☒

Response:
The City maintains ten park sites, including Sallee Park, Rancho Park, Francisco Estudillo Heritage Park, Mistletoe Park, Harvest Park, Sagecrest Park, Skyview Park, Soboba Springs Park, Druding Park, and Hoffman Park. The Quimby Act allows local governments to exact funding for parks from developers of residential subdivisions, through the dedication of parkland or in-lieu fees, or both. The City implements the Quimby Act, which requires parkland dedication of three (3) acres per 1,000 residents or an in-lieu fee payment as a required condition of approval for a residential subdivision. To ensure sufficient park and recreational opportunities, the City has established a citywide parkland standard of five (5) acres per 1,000 residents. However, the Quimby Act does not apply to commercial projects. As described in Section 13, *Population and Housing*, the project does not include residential development and is not expected to result in a significant growth in population. Therefore, the project will not result in a substantial increased need for, use of, or deterioration of nearby recreational facilities. There will be no impact. No mitigation is required.

v) Other public facilities?	☐	☐	☐	☒

Response:
As described in Section 13, *Population and Housing*, the project does not include residential development and is not expected to result in a significant growth in population. Therefore, the project will not result in substantial increased need for, use of, or deterioration of public facilities. There will be no impact. No mitigation is required.

Sources:
1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code

16. Recreation – Will the project:

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

Response:
As described in Section 13, *Population and Housing*, the project does not include residential development and is not expected to result in a significant growth in population. Therefore, the project will not result in substantial increased need for, use of or deterioration of nearby recreational facilities. There will be no impact. No mitigation is required.

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

Response:
The project will not result in an increased need of or expansion of recreational facilities, nor are any proposed. No impact would occur. No mitigation is required.

Sources:
1. Project Application Materials

17. Transportation – **Will the project:**

a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐

Response:
The City of San Jacinto General Plan Mobility Element includes goals and policies that are intended to implement the City's circulation plans. The project's consistency with policies pertinent to the proposed project are presented below.

M-1.1 Balanced Circulation System. Provide for a balanced circulation system that promotes the safe and efficient movement of people and goods throughout the City.

The proposed project is consistent with the existing General Plan land use designations and does not propose or require any changes to the City's Circulation Plan. Project generated vehicle traffic will however result in deficiencies in two intersections which will require physical improvements 1) State Street at Community College Drive (50.34%), and 2) State Street at Ramona Expressway (26.46%). Payment of these fees will reduce this impact to less than significant. The project is consistent with this policy.

M-1.2 Access and Mobility. Strive to maintain sufficient access and mobility for all modes of travel and users of the roadway network.

The project site is served by Riverside Transit Agency (RTA) bus service, City Route 44. The bus stops nearest to the project site are located along State Street on the west side, just north of Idyllwild Drive, and on the east side just north of Ramona Expressway. The project is consistent with this policy.

M-1.3 Maintenance and Infrastructure. Support the circulation system with consistent maintenance and necessary infrastructure improvements, such as flood control and bridges, as funding is available.

The proposed project will be subject to the payment of fair share fees for cumulative impacts to two intersections that will require physical improvements, 1) State Street at Community College Drive (50.34%), and 2) State Street at Ramona Expressway

(26.46%). Payment of these fees will reduce this impact to less than significant. The project is consistent with this policy.

M-1.4 Truck Routes. Maintain a truck route network that supports the efficient movement of goods within and beyond the City, while minimizing noise and safety hazards to the extent feasible.

Section 10.08.040 of the SJMC identifies designated truck routes in the City. Ramona Expressway and State Street are designated as truck routes for commercial vehicles which exceed fourteen thousand (14,000) pounds. These roadways both serve the project site. The project is consistent with this policy.

M-1.5 Transportation Improvements for All Users. Encourage roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.

The project includes improvements to State Street include a 6-foot sidewalk along the project frontage. The project will also install a raised landscaped median along Ramona Expressway and repair damaged sidewalks. The project is consistent with this policy.

M-1.6 Americans with Disabilities Act (ADA) Accessibility. Manage and improve the City's transportation network to be safe, accessible, and consistent with the Americans with Disabilities Act (ADA) to allow mobility-impaired users to safely travel within and beyond the City.

The proposed plans are consistent with the Chapter 17.330 of the City’s development code that provides requirements regarding the number of parking spaces and design requirements for ADA accessibility. The project is consistent with this policy.

M-1.7 Safe Routes to Schools. Work with the San Jacinto Unified School District and Hemet Unified School District in the City to maintain Safe Routes to School and encourage parents and children to walk or bike to schools.

The project will be improving existing sidewalks along State Street and providing new sidewalks along Ramona Expressway. San Jacinto High School is located approximately 0.2 mile south of the project site along Idyllwild Drive and San Jacinto Community College is located The Betty Gibbel Regional Learning Center (grades 6-12) is located approximately 485 feet north/northeast of the project site and accessed via Ramona Expressway and Eagle Road; and Mount San Jacinto Junior College is located approximately 700 feet north/northeast of the project site which has several access points from State Street, Eagle Road and W. Community College Drive. Mountain View High School and De Anza Elementary school are located approximately 1,390 and 1,925 feet southwest of the project site.

The SJUD works together with the Hemet Unified School District (HUSD) to provide transportation for students. The HUSD has published a “Transportation Safety Plan”. This plan provided information about who is eligible to ride a HUSD school bus to school, policies about parent supervision to school and to and from bus stops, expectations for

student and bus driver behavior and bus safety. The project does not interfere with the SJUSD's efforts to provide safe routes to school. The project is consistent with this policy.

The project will be consistent with the applicable plans, policies, and ordinances. Payment of funds to the Transportation Uniform Mitigation Fee (TUMF) program, the City of San Jacinto Development Impact Fee (DIF) program, or as a fair share contribution not found to be covered by a pre-existing fee program will result in impacts that are less than significant.

b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐

Response:
The project will not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). On December 28, 2018, the California Natural Resources Agency adopted revised CEQA Guidelines in accordance with SB 743, which changed the way transportation studies are conducted in CEQA documents. Vehicle miles traveled (VMT) replaced motorist delay and level of service as the metric for determining level of impacts and significance under CEQA. Consistent with the new metric of VMT for analysis of transportation impacts, this analysis follows VMT guidelines set forth by the City of San Jacinto Traffic Impact Analysis (TIA) Guidelines for VMT and Level of Service Assessment adopted in June 2020.

The City utilizes the WRCOG VMT Screening Tool to determine if a project will meet certain criteria that "screen out" a project from a VMT analysis or require a VMT analysis be prepared. The project's Traffic Impact Analysis contains the screening output results. As shown in the screening output, for land use projects using the WRCOG VMT Screening Tool, the project is identified as being located within a low VMT area; and therefore, the project is presumed to have a less than significant 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)?	☐	☐	☒	☐

Response:
The project will not include sharp curves, dangerous intersections, or incompatible uses that will increase hazards. The three driveways included in the project will be designed to meet applicable safety standards and codes and will not cause a safety hazard. Impacts will be less than significant.

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

Response:
The project provides three ingress/egress points as described above. These driveways included in the project will be designed to meet applicable safety standards and codes and will not cause a safety hazard. The queuing analysis contained in the project's traffic study indicates that storage length will not be exceeded. In addition, no permanent road closures will occur during construction or operations. Project design will not cause any other alterations on the site that will result in inadequate emergency access. Impacts will be less than significant.

Sources:
1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. Traffic Impact Analysis, LLG Engineers, 2023 (Appendix G)
5. HUSD https://4.files.edl.io/b7f5/08/14/23/151941-69c67ec4-c095-4a59-83e9-706b4f52a9bb.pdf

18. Tribal Cultural Resources – Will the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☒	☐	☐

Response:

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (Public Resources Code [PRC] Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that will alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

As discussed above under *Cultural Resources*, there are no known cultural resources at the project site and no resources listed in the California Register of Historical Resources (California State Parks 2019). The City commenced consultation with potentially interested Native American stakeholders under Assembly Bill (AB) 52 on December 20, 2023. Notices were sent to the following tribes: Agua Caliente Band of Cahuilla Indians, Torres Martinez Desert Cahuilla Indians, Morongo Band of Mission Indians, Rincon Bank of Luiseño Indians, San Manuel Band of Mission Indians, and Soboba Band of Luiseño Indians. Responses were received from the Soboba Band of Luiseño Indians See section #18. Tribal Cultural Resources.

Although excavation and grading will not impact known tribal cultural resources, the possibility for unknown resources to be encountered cannot be completely ruled out. Implementation of the mitigation measures below will reduce potential impacts to tribal cultural resources to a less-than-significant level by ensuring that any discovery of archaeological resources of Native American origin are appropriately identified and processed, as applicable.

The following mitigation measure will reduce potential impacts to tribal cultural resources to a less-than-significant level.

Mitigation Measure TCR-1: Prior to the issuance of a grading permit, the Developer shall retain a professional archaeologist to conduct monitoring of all ground disturbing activities. The project Archaeologist shall have the authority to temporarily redirect earthmoving activities in the event that suspected archaeological resources are unearthed during project construction. The project archeologist shall attend the pre-grading meeting with the City, the construction manager and any contractors, and Consulting Tribal representatives; and will conduct a mandatory Cultural Resources Worker Sensitivity Training to those in attendance. The archaeological monitor shall have the authority to temporarily halt and redirect earth moving activities in the affected area in the event that suspected archaeological resources are unearthed.

Mitigation Measure TCR-2: Prior to grading permit issuance, the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological, or Tribal Cultural Resources and human remains associated with the Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground-disturbing activities related to the project, if monitoring deemed necessary by Soboba Band of Luiseño Indians. The TDA will establish provisions for tribal monitoring and shall be submitted to the Planning Division once it has been executed.

Mitigation Measure TCR-3: The project Archaeologist, in consultation with the Consulting Tribe(s), the contractor, and the City, shall develop a CRMP in consultation pursuant to the definition in AB52 to address the details, timing and responsibility of all archaeological and cultural activities that will occur on the project site. A consulting Tribe is defined as a Tribe that initiated the AB 52 tribal consultation process for the project, has not opted out of the AB 52 consultation process, and has completed AB 52 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1) of AB52. Details in the Plan shall include:

a. Project description and location
b. Project grading and development scheduling;
c. Roles and responsibilities of individuals on the project;
d. The pre-grading meeting and Cultural Resources Worker Sensitivity Training details;
e. The protocols and stipulations that the contractor, City, Consulting Tribe (s) and project archaeologist will follow in the event of inadvertent cultural resources discoveries, human remains/cremations, sacred and ceremonial items, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.
f. The type of recordation needed for inadvertent finds and the stipulations of recordation of sacred items.
g. Contact information of relevant individuals for the project;

Mitigation Measure TCR-4: If human remains, grave goods, ceremonial items, and/or sacred items are encountered, work will immediately halt within the immediate area and any nearby area reasonably suspected to overlie adjacent remains, and a 100-foot ESA boundary will be established to protect the find from impact, and the Soboba Band of Luiseno Indians and the City of San Jacinto Planning Division shall be immediately notified.

In accordance with Section 7050.5 of the California Health and Safety Code and State CEQA Guidelines Section 15064.5(e), if human remains are found, the Riverside County Coroner's office shall be notified by the permittee within 24 hours of the discovery. County Coroner's determination regarding the origin of the remains and any required notification is described in Section 7050.5 of the California Health and Safety Code and State CEQA Guidelines Section 15064.5(e). No further excavation or disturbance of the potential human remains, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made, any notifications have been sent and received, and the Riverside County Coroner's Office has cleared the site.

Mitigation Measure TCR-5: It is understood by all parties that unless otherwise required by law, the site of any reburial of Native American human remains or associated grave goods shall not be disclosed and shall not be governed by public disclosure requirements of the California Public Records Act. The Coroner, pursuant to the specific exemption set forth in California Government Code 6254 (r)., parties, and Lead Agencies, will be asked to withhold public disclosure information related to such reburial, pursuant to the specific exemption set forth in California Government Code 6254 (r).

Mitigation Measure TCR-6: Prior to final inspection, the developer/permit holder shall prompt the project Archeologist to submit two (2) copies of the Phase III Data Recovery report (if required for the project) and the Phase IV Cultural Resources Monitoring Report that complies with the Community Development Department's requirements for such reports. The Phase IV report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Community Development Department shall review the reports to determine adequate mitigation compliance. Provided the reports are adequate, the Community Development Department shall clear this condition. Once the report(s) are determined to be adequate, two (2) copies shall be submitted to the Eastern Information Center (EIC) at the University of California Riverside (UCR) and one (1) copy shall be submitted to the Consulting Tribe(s) Cultural Resources Department(s).

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

Response:
See response for (a) above.
Sources:

19. Utilities and Service Systems – Will the project:

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

Response:
Utility providers that will provide service to the project site are as follows:

- Water – Eastern Municipal Water District (EWMD) or the City of San Jacinto
- Sewer – EMWD or the City of San Jacinto
- Gas – Southern California Gas
- Electricity – Southern California Edison
- Communication – Frontier

The project will not require or result in substantial relocations but may include minor construction to connect to existing utility lines. As stated, these improvements will be minor, be within existing road rights-of-way, and are not expected to result in significant environmental effects. There are two options to serve the project water and sewer need. One option is to use the City of San Jacinto water and sewer

system and the second option is to use Eastern Municipal Water District (EMWD) service.

City Water and Sewer Service Option

If the project developer elects to use the City water system, connections to existing City sewer lines will be made and a new loop water system will be installed as part of the project as described below:

a) A new connection to the existing water within the Eagle Avenue right-of-way to a private main water line crossing the project site to State Avenue. Domestic services for the project will be provided from the private loop with city meters.

b) A new public water main within the State Street right-of-way running south to Idyllwild Drive.

c) A new public water line within the Idyllwild Drive right-of-way from State Avenue to Eagle Road, connecting to the existing water line within the Eagle Road right-of-way.

d) Sewer service will be provided via a connection to the existing sewer line located within the Eagle Avenue right-of-way; a connection to the existing sewer line located within the Idyllwild Drive right-of-way; including a public sewer line within the State Road right-of-way to the connection point in Idyllwild Road.

Eastern Municipal Water District (EMWD) Water and Sewer Service Option

If the project developer elects to use EMWD for water and sewer service, the following improvements will be conducted as part of the proposed project:

a) Manifold connections to existing water lines on Ramona Expressway and State Street rights-of-way.

b) A private water loop for fire service

c) A sewer lateral connection the existing Sewer line within the Ramona Expressway right-of-way.

A catch basin and laterals to a storm drain line within State Street is proposed.

The project site itself is currently undeveloped without any onsite utility systems. As part of the proposed project utility lines will be extended onto the project site to provide services to the proposed land uses. Construction of new utilities and connections to offsite utility systems will involve some minor trenching. Potential impacts will be short-term and construction BMPs will be in place to minimize construction related impacts. Each utility service provider will coordinate the design/installation and will review for compliance with utility systems construction standards. Coordination with utility providers and compliance with utility standards will reduce potential impacts to less than significant.

	☐	☐	☒	☐

Response:
Project implementation will increase water demand over the current condition. Water may be provided to the site from City infrastructure or from EMWD infrastructure. The water supply and water demand provided in the EMWD Urban Water Management Plan (UWMP) is based on local growth projections provided in the City of San Jacinto General Plan. The proposed project will be consistent with the City of Jacinto General Plan. Therefore, the water demands for the project will be accounted for in the 2025-2044 UWMP. Furthermore, the UWMP identifies that there will be increased water supplies to account for future growth within the EMWD service area and that there will be adequate water supplies for normal, single dry, and multiple dry years. EMWD has indicated through coordination on the project that they will have sufficient water supplies available to serve the project from existing entitlement and resources and no new or expanded entitlement will be needed.

As described in the Project Description, the project may utilize City of San Jacinto or EMWD water service. The final water plan design for the project will be required to comply with either the City or EMWD Development Process, which will involve due diligence conditions, review of design and plan check review. Additionally, water improvements will be required to comply with either City or EMWD Engineering Standards and Specifications (as applicable) to ensure water efficient facilities and water conservation measures are incorporated into the project. The proposed project will be required to coordinate with the City or EMWD and secure a Will Serve Letter which will indicate that the City or EMWD will have the ability to provide adequate water service to the proposed project. With coordination and compliance with the City or EMWD Development Processes and implementation of project-specific input received from the City or EMWD, long-term operational impacts associated with providing water services to the project will be less than significant.

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

Response:
Sanitary sewer service for the project will be provided to the site by either EMWD or by the City of San Jacinto. The project will extend the sewer line onto the project site to provide sewer collection service for the proposed commercial land uses. Additionally, as part of the final design, the project will be required to coordinate with the City and secure a Will Serve Letter, which will ensure that the City will have the ability to provide adequate

wastewater service. Based on coordination with the City, long-term operational impacts associated with providing wastewater service to the project will be less than significant.

EMWD provides wastewater services to approximately 239,000 customers within its service area and currently treats approximately 43 million gallons per day (MGD) of wastewater at four (4) active regional water reclamation facilities. Wastewater treatment for the proposed project will be treated at the San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF). In 2015, the SJVRWRF was increased to a maximum capacity of 14 million gallons per day (EMWD 2021).

The expansion of SJVRWRF was based on future growth projections in the San Jacinto Valley provided by local cities and the County of Riverside. The growth projections for the City and associated wastewater demands for the project will be accounted for as part of the design of the expansion plans for the SJVRWRF. In addition, the total amount of projected wastewater flow to EMWD's SJVRWRF for the year 2040 will be approximately 16.4 MGD, pursuant to the City of San Jacinto General Plan Draft EIR. The current capacity for the SJVRWRF is 14 MGD and the maximum capacity for the SJVRWRF is 27 MGD. Therefore, the ultimate capacity of the SJVRWRF will be able to meet the projected wastewater production from the City of San Jacinto, including the project. The increase in wastewater treatment generated by the project will have a less than significant impact.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐

Response:

The proposed project will 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. Although project implementation will increase the demand for solid waste disposal over the current condition, CR&R Incorporated, Environmental Services, will collect the solid waste and transport it to the Lamb Canyon Landfill or El Sobrante Landfill. The Lamb Canyon and El Sobrante Landfills are permitted to receive 5,000 tons of solid waste per day and 16,054 tons of solid waste per day, respectively. The Lamb Canyon Landfill has a maximum permitted capacity of 39,681,513 cubic yards with a remaining capacity of over 10,000,000 cubic yards. The El Sobrante Landfill has a maximum permitted capacity of 209,910,000 cubic yards with a remaining capacity of over 100,000,000 cubic yards. The 7.4 tons of solid waste generated daily from the project will be well below the daily amount of solid waste disposal permitted by the Lamb Canyon and El Sobrante Landfills. The amount of solid waste generated during project construction will not exceed the capacity of local facilities or exceed state or local standards. Potential impacts associated with providing solid waste disposal service to the proposed project will be less than significant.

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

Response:

The project will produce solid waste associated with the construction stages as well as during operation. Applicable regulations include California's Integrated Waste Management Act of 1989 (AB 939), which required cities and counties throughout the state to divert 50% of all solid waste from landfills through source reduction, recycling, and composting; 2008 modifications of AB 939 reflect a per-capita requirement rather than

tonnage; AB 341, which increased the statewide goal for waste diversion to 75 percent by 2020; and the California Solid Waste Reuse and Recycling Access Act (AB 1327), which requires local agencies to adopt an ordinance to set aside areas for collecting and loading recyclable materials in development projects. AB-341 requires all commercial businesses and public entities that generate 4 cubic yards or more of waste per week to have a recycling program in place.

To comply with the above laws and disposal requirements, BMPs will be employed to reduce solid waste disposal such as the recycling of all plastic bags, containers, and green waste composting, chipping, and shredding. Additionally, BMPs will be implemented to reduce the solid waste generated from construction activities, and where feasible, will recycle construction debris. With implementation of BMPs and compliance with the California Department of Resources Recycling and Recovery disposal requirements, potential solid waste disposal impacts will be less than significant. Project implementation will not conflict with the ability to comply with these regulations.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code
4. CalRecycle

20. Wildfire – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, **will the project:**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐

Response:

The project site is designated Local Responsibility Area for fire protection responsibility and is not in or near a very high fire hazard severity zone (VHFHSZ). As described in Section 17, *Transportation/Traffic*, the project will provide emergency access, and will not result in significant impacts to the circulation system. Therefore, the project will not substantially adversely affect emergency response or evacuation. Because the project is not in or in the immediate vicinity of a very high fire hazard severity zone and will not adversely affect emergency response or evacuation, this impact will be less than significant. No mitigation is required.

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

Response:

As described above, the project site is not in a VHFHSZ and development of the site will not substantially change the existing fire hazards in the area. The project will require standard infrastructure associated with commercial development, such as water and electricity, but will not require infrastructure associated with fire hazard prevention/response other than a water connection. Impacts will be less than significant. No mitigation is required.

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

Response:

See response for (b) above.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Response:

The project site is relatively flat. As described in Section 7, *Geology and Soils*, and Section 10, *Hydrology and Water Quality*, there are no substantial hazards related to landslides or flooding in the vicinity of the project site. Therefore, impacts related to post-fire flooding or landslide risks will be less than significant.

Sources:

1. San Jacinto General Plan
2. Final Environmental Impact Report City of San Jacinto General Plan
3. San Jacinto Municipal Code

21. Mandatory Findings of Significance

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?	☐	☒	☐	☐

Response:

As discussed in Section of this Initial Study, the project has the potential to impact burrowing owl habitat. This impact, however, is less than significant with the implementation of MM Bio-1. No other sensitive biological resources were identified on the project site. Impacts will be less than significant with the implementation of MM BIO-1. No significant historical resources were identified on the project site.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)?	☐	☒	☐	☐

Response:

The project does not have impacts which are individually limited, but cumulatively considerable with the incorporation of the mitigation measures and monitoring activities detailed above.

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

Response:

The proposed project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, with the implementation of the mitigation measures and monitoring activities detailed above.

APPENDIX A

Air Quality, Greenhouse Gas and Energy Study

APPENDIX B

Habitat Assessment and MSHCP Consistency Analysis & Preconstruction Survey

APPENDIX C

Cultural Resources Assessment

APPENDIX D

Geotechnical Engineering Investigation with Geologic Hazard Study

APPENDIX E

Phase I Site Assessment

APPENDIX F

Noise Impact Analysis

APPENDIX G

Traffic Impact Analysis