

**INITIAL STUDY**

**FOR THE**

**CITY OF SAN JACINTO**  
**KIRBY STREET PROJECT**  
**(TENTATIVE TRACT MAP (TTM) NO. 38339)**

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Prepared for:

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Prepared by:

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**LIST OF ABBREVIATIONS AND ACROYNMS**

AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACOE	Army Corps of Engineers
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
BACMs	Best Available Control Measures
BMPs	Best Management Practices
BRA	Biological Resources Assessment
BUOW	Burrowing Owl
C&D	construction and demolition
CAA	Clean Air Act
CAAA	Clean Air Act Amendment
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CBSC	Compliance with the Building Energy Efficiency Standards
CCAR	California Climate Action Registry
CDFW	California Department of Fish and Wildlife (formerly CDFG)
CEC	California Energy Commission
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CIP	Capital Improvement Project
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CPUC	California Public Utilities Commission
CWA	Clean Water Act
CTC	California Transportation Commission
dB	decibel
dBA	A-weighted decibel
DIF	Development Impact Fees
DOI	Department of Interior
DTSC	Department of Toxics Substances Control
DU/A	dwelling units per acre
DWR	Department of Water Resources
EIR	Environmental Impact Report

ESA	Endangered Species Act
EO	Executive Orders
ESA	Endangered Species Act
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FGC	Fish & Game Code
FTA	Federal Transit Association
GCC	Global Climate Change
GHG	Greenhouse Gas
GO Biz	Governor's Office of Business & Economic Development
GP	General Plan
GSA	Groundwater Sustainability Agencies
GSP	Groundwater Sustainability Plans
HSA	Hydrologic Sub-Area
HUSD	Hemet Unified School District
HVAC	heating, ventilating and air condition
IRP	Integrated Resource Planning
JD	Jurisdictional Delineation
LDR	Low Density Residential
LOS	Level of Service
LRA	Local Responsibility Area
LSA	Lake or Streambed Alteration
LST	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MBTA	Migratory Bird Treaty Act
MCL	maximum contamination level
MM	Mitigation Measure
MND	Mitigated Negative Declaration
MSHCP	Multiple Species Habitat Conservation Plan
NAAQS	National Ambient Air Quality Standards
NBP	Nesting Bird Plan
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
OPR	Office of Planning and Research
OSHPD	Office of Statewide Health Planning and Development
PGAm	modified peak ground acceleration
RHNA	Regional Housing Needs Assessment
RL	Residential, Low Density
ROW	Rights-of-Way
RPS	Renewable Portfolio Standards
RTA	Riverside Transit Authority
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board

SB	State Bill
SBBM	San Bernardino Base Meridian
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SJSD	San Jacinto Unified School District
SJVRWRF	San Jacinto Valley Regional Water Reclamation Facility
SIP	State Implementation Plan
SMU	Site Mitigation Unit
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Traffic Analysis
TAZ	Traffic Analysis Zones
TCR	Tribal Cultural Resources
TPA	Transit Priority Area
TTM	Tentative Tract Map
USACE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture
USEPA	U.S. Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey
UWMP	Urban Water Management Plan
VdB	vibration-velocity decibel
VMFHSZ	Very High Fire Hazard Severity Zone
VMT	vehicle miles traveled
WOTUS	Waters of the United States
WRCOG	Western Riverside Council of Governments
WQMP	Water Quality Management Plan
WVWD	West Valley Water District

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## ENVIRONMENTAL CHECKLIST

### 1. Project Information / Project Location

- i) Project Title: Kirby Street Project (Tentative Tract Map (TTM) No. 38339)
- ii) Applicant: 3rd Avenue Storage, LLC  
32823 Temecula Parkway, Temecula, CA 92592  
  
Project Manager: Mr. Jordan Bursch, Director of Acquisitions  
T: (951) 491-6018 E: jordan@cormanleigh.com
- ii) Lead Agency Name: City of San Jacinto  
Address: 595 S. San Jacinto Avenue, San Jacinto, CA 92583
- iii) Contact: Yaneli Hernandez, Associate Planner  
Phone Number: (951) 487-7330
- iv) Project Location: The proposed Project is located within Assessor's Parcel Number (APN) 436-490-011 between Kirby Street to the west, Ivy Crest Drive to the east, and is bound partially by Oostdam Drive to the south in the City of San Jacinto, Riverside County, California. The site is located in Section 33, Township 4 South, Range 1 West SBMM as found on the USGS – San Jacinto Quadrangle, 7.5 Minute Series topographic map. The geographic coordinates are as follows: 33.782843°, -116.995913° (Please refer to Figures 1 and 2 for project location depicted at a regional and site level).

### 2. Project Description

#### A. Introduction

This document is being prepared for the Kirby Street Project (Tentative Tract Map (TTM) No. 38339). The City will consider entitlements to subdivide 18.5-net acres into 76 single-family residential lots within APN 436-490-011, which is situated between Kirby Street to the west, Ivy Crest Drive to the east, and is bound partially by Oostdam Drive to the south in the City of San Jacinto. The purpose of the project is to obtain entitlements that would enable the subdivision of the property, which would ultimately provide additional housing options to serve the growing population of the City of San Jacinto, and further aid the City in meeting the housing needs determined in the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA).

#### B. Project Characteristics

The approximately 18.5 net acre site will require a Subdivision Application (Tentative Tract Map) by the City of San Jacinto. The project proposes the subdivision of the property to ultimately enable the development of 76 single-family residences, which is consistent with the existing land use designation and zoning classification. It is comprised of only one parcel with proposed entrances along Kirby Street and Oostdam Drive within the City of San Jacinto.

The proposed subdivision would result in 76 single-family residential lots with the minimum lot size of 7,200 square feet (SF), an average lot size of approximately 8,172 SF, with the largest lot at 17,642 SF. The varied lot sizes and site configuration are shown on Figure 3, which depicts the proposed site plan. In addition to the 76 numbered lots, the project proposes 1 letter lot, which would be a part of the ultimate development of the site to enable the construction of a water quality bioretention basin. The letter lot is located to northwest corner of the site and has been reserved to collect onsite incremental drainage from the ultimate residential development. The subdivision would necessitate the installation of access roads

that would align with Wildrose Circle to the south and Warwick Street to the west. Interior streets include two culs-de-sac oriented north-to-south and an interior street oriented west-to-east that would enable access to the four north-to-south oriented streets. Lots 40 through 48 would be oriented towards the existing Ivy Crest Drive; Lots 35 through 39 would be oriented towards the existing Oostdam Drive; Lots 1-4, the water quality bioretention basin ("Lot A"), and Lots 69 through 76 would be oriented towards proposed "Street A," which intersects with Warwick Street; Lots 5 through 18 would be oriented towards proposed "Street B"; Lots 55 through 68 would be oriented along proposed cul-de-sac "Street D"; Lots 30 through 34 and 49 through 54 would be oriented towards proposed "Street E," which intersects with existing Wildrose Circle Road; and Lots 19 through 29 would be oriented towards proposed cul-de-sac "Street G." These new internal roadways shall be dedicated to the City once the development becomes accessible to the public. All utilities would ultimately be extended to each lot within these proposed roadways upon the ultimate development of the proposed subdivision under a separate application with the City.

Kirby Street, which is classified as a Collector (78'/44') per the City's General Plan, along the property frontage within the 39-foot-half-width dedicated right-of-way, would be improved to provide for a 34-foot-wide asphalt paving (using a TI of 8.0 and PG 64-10), 6-inch curb and gutter located 22-feet east of centerline, 6-foot-wide sidewalk, and street lights. Ivy Crest Drive, which is classified as Collector (66'/44'), along the property frontage within the 33-foot-half-width dedicated right-of-way, would be improved to provide for a 34-foot-wide asphalt paving (using a TI of 8.0 and PG 64-10), 6-inch curb and gutter with the exiting development to the north, 6-foot-wide sidewalk, and street lights. Oostdam Drive, which is classified as a Local Street 60'/40', along the property frontage within the 30-foot half width dedicated right-of-way, would be improved to provide for a 32-foot-wide asphalt paving (using a TI of 6.0 and PG 64-10), 6-inch curb and gutter located 20-feet north of centerline, 6-foot-wide sidewalk, and street lights. Additionally, all interior streets within the 60-foot full width dedicated rights-of-way shall be improved to provide for a 40-foot-wide pavement (using TI of 5.5 and PG 64-10), 6-inch curb and gutter located 20-feet on both sides of the centerline with 6-foot wide sidewalk and provide street lights.

Offsite utility improvements would ultimately include a new storm drain located within Oostdam Drive and Ivy Crest Drive along the project boundaries, as well as a new sewer connection and pipeline that will connect to an existing sewer pipeline within Ivy Crest Drive, and will travel along the project boundary within Oostdam Drive. Additionally, existing power poles along Kirby Street would be removed and cables under 66kv, including communication cables, would be undergrounded as part of the proposed Project development.

Upon the ultimate development of the subdivision—which would occur under a separate application with the City—the proposed Project would connect to existing water, sewer, natural gas and electricity that is available within adjacent roadways as shown on the site plan provided as Figure 3. Sewer would be provided by the City of San Jacinto; water would be provided by Eastern Municipal Water District (Eastern); natural gas would be provided by Southern California Gas Company (SoCalGas); electricity would be provided by Southern California Edison (SCE); and, telephone and cable would be provided by Frontier.

The ultimate development of the proposed subdivision would include a landscaping that would be consistent with the requirements of the City's Development Code Chapter 17.325, Water Efficient Landscape and Irrigation. Additionally, the proposed subdivision would comply with the City's Landscape Design Guidelines.

The future residences would be outfitted with low flow toilets and energy efficient appliances. Solar would be installed concurrent with development of each single-family residences as required by the California Energy Code.

#### Construction Scenario

Upon the ultimate development of the proposed subdivision (under a separate application with the City), the anticipated construction sequence would proceed as follows, but may be adjusted to conform to specific conditions at the time of actual construction:



1. Clear and grub, and demolish five onsite structures;
2. Preparation of subgrade;
3. Mass-grade site and road beds;
4. Installation of the northerly and southerly storm drain systems;
5. Installation of public sewer systems;
6. Installation of public water systems;
7. Fine grade to prepare for surface improvements;
8. Installation of building foundations;
9. Install private utilities, including water quality infrastructure;
10. Install curb, gutters, sidewalks and first asphalt lift;
11. Complete construction of new residences;
12. Install landscaping; place final lift of asphalt; and
13. Install signage and striping.

The new residential structures will be developed with a combination of wood framing, and the exterior will be stucco, similar to surrounding single family residence structures. Construction will be completed in one phase with the entirety of the horizontal improvements to be completed first. This will include grading and installation of utilities, and may also include development of internal paved roadways.

Construction is anticipated to be initiated in the 3rd quarter of 2023 and the units would open for occupancy approximately 10 months from the start of construction, once the application to develop the proposed subdivision is submitted to and approved by the City. The ultimate development of the project site would require about 8,000 cubic yards (CY) of cut and 29,000 CY of fill, as such the site requires approximately 21,000 CY of import. Grading would occur via traditional mechanized grading and compaction equipment including, but not limited to the following: front end loader, excavator, loader backhoe, dump truck, forklift, skid steer, mobile crane, bulldozer, grader, roller, water wagon, asphalt compactors, telehandlers, cement trucks, various hand tools traditional to grading operations, etc. For the areas that require paving, the asphalt or concrete will be delivered to the site and applied to these areas in a routine manner. It is anticipated that about 15 construction workers will be on site at any given time during construction, with construction truck trips requiring a maximum of about 80 miles round-trip. Further construction details are discussed in the Air Quality data provided in Appendix 1.

### **3. Project Information (cont.)**

#### **Existing Site Conditions**

The project site consists of a rectangular shaped parcel of land that is bounded to the south in part by Oostdam Drive, which is a paved roadway that traverses about half of the project's southern boundary, to the north by single-family residences, to the east by Ivy Crest Drive, and by South Kirby Street to the west. The majority of the development surrounding the project site consists of single-family residences, with vacant land scattered along the project's southern boundary. The lots surrounding the project are suburban and residential in nature. The approximately 18.5-acre site is essentially flat, with an elevation of about 1,425'. The entirety of the site has been previously disturbed. The westernmost quarter of the site contains approximately twenty trees as shown on Photos 1 and 2 provided below. While most of the trees are in good health, a few of the trees are in poor condition. The entirety of the site is presently fenced around the perimeter with additional fencing separating the residential portion of the site (the southwestern corner of the site) from the grazing use within the site. The property is occupied by an existing single-family residence with a backhouse structure, and a barn at the southwestern corner of the property, with the middle of the westernmost portion of the property containing two dilapidated wooden barn structures, each presently without a roof. The remainder of the site—the middle and easternmost portions of the site—appears to serve as grazing land, which currently supports a heard of goats. In the center of the grazing land portion of the site, roughly in the center of the site, there are two wooden shade structures that serve the animals that graze the site. The majority of the site is covered in weeds and warm-season grasses, as well as compacted dirt, with minimal hardscaped surfaces presently within the site, except in the areas immediately adjacent to and east of the existing onsite residence.

The overall setting is that of a suburban single-family residential area. Refer to the aerial photograph in Figure 1 for a representation of the existing project site in a regional setting, and to Figure 2 for a representation of the existing project site at a site-specific level.



**Photo 1: View from Kirby Street looking northeast at the project site**  
Source: Google Maps (Feb 2022)



**Photo 2: View from Kirby Street looking southeast at the project site**  
Source: Google Maps (Feb 2022)

**Surrounding Land Uses:** Current land use designations and existing land uses in the vicinity of the proposed Project

- North: Low Density Residential (LDR): the area north of the project is developed with single family residences.
- South: Low Density Residential (LDR): the area south of the project site contains single family residences, as well as some undeveloped vacant land.
- East: Low Density Residential (LDR): the area east of the project is developed with single family residences.
- West: Low Density Residential (LDR): the area west of the project is developed with single family residences.

### **General Plan Designation**

- Existing: Low Density Residential (LDR)
- Proposed: No change in General Plan designation proposed

### **Zoning**

- Existing: Residential, Low Density (RL)
- Proposed: No change in zone classification proposed

### **Other Agencies whose approval may be required**

Based on an evaluation of the specific project location, the proposed Project will not require any permits from other agencies to support subdivision of the site as proposed by the Owner's application.

Upon the ultimate development of the proposed subdivision under a separate discretionary action by City, the amount of area to be disturbed by the whole project would be greater than one acre and therefore, the developer would be required to file a Notice of Intent (NOI) for a General Construction permit to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. The NOI is filed with the State Water Resources Control Board (SWRCB) and enforced by the Santa Ana Regional Water Quality Control Board (RWQCB). A Stormwater Pollution Prevention Plan (SWPPP) must be implemented in conjunction with construction activities. No other permits or agency requirements have been identified in association with the proposed Project.

**Have California Native American tribes traditionally and cultural affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?**

Yes. The City has conferred with local Native American representatives.

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

## **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                             | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources        | <input checked="" type="checkbox"/> Cultural Resources      | <input checked="" type="checkbox"/> Energy                             |
| <input checked="" type="checkbox"/> Geology / Soils             | <input type="checkbox"/> Greenhouse Gas Emissions           | <input checked="" type="checkbox"/> Hazards & Hazardous Materials      |
| <input checked="" type="checkbox"/> Hydrology & Water Quality   | <input type="checkbox"/> Land Use / Planning                | <input type="checkbox"/> Mineral Resources                             |
| <input checked="" type="checkbox"/> Noise                       | <input type="checkbox"/> Population / Housing               | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Recreation                             | <input checked="" type="checkbox"/> Transportation          | <input checked="" type="checkbox"/> Tribal Cultural Resources          |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Wildfire                           | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION** (To be completed by the Lead Agency)

On the basis of this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	The proposed project MAY have a "potentially significant impact" 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.
<input type="checkbox"/>	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.

\_\_\_\_\_  
Prepared by

\_\_\_\_\_  
Date

\_\_\_\_\_  
Lead Agency (signature)

\_\_\_\_\_  
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used. Identify and state where they are available for review.
  - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>I. AESTHETICS:</b> Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning or other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan.

The minimum lot size would be 7,200 SF, and the average lot size would be approximately 8,172 SF. The proposed Project will ultimately result in 76 single-family residences at 3.80 dwelling units per acre. Residential structures that would be 1 or 2 stories in height not to exceed the allowed height per the City's Development Code. Aesthetic impacts associated with construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *Less Than Significant Impact* – Adverse impacts to scenic vistas can occur in one of two ways. First, an area itself may contain existing scenic vistas that would be altered by new development. A review of the project area determined that there are no scenic vista resources located internally within the area proposed for the subdivision and future development of the proposed Project. The project site is located adjacent to existing development to the north, east, and west with some residential development to the south, in addition to some vacant land. Beyond the immediately adjacent development, the overall project area has been developed with mostly residential uses. The project site is located within a suburban setting and is therefore located in an urbanized visual setting and is bordered mostly by surrounding roadways, residential, and rural residential development. Furthermore, the site currently contains an existing single-family residence with a backhouse structure, and a barn, as well as two dilapidated wooden barn structures, each presently without a roof, and two wooden shade structures that serve the animals that graze the site. The majority of the site is covered in weeds and warm-season grasses, as well as compacted dirt, with minimal hardscaped surfaces presently within the site, except in the areas immediately adjacent to and east of the existing onsite residence. Thus, the project site does not have any distinctive visual features on the property. Therefore, the future development of the proposed Project is not expected to impact any important scenic vistas within the project area.



An impact can also occur when a scenic vista can be viewed from the project area or immediate vicinity and a proposed development may interfere with the view to a scenic vista. The City of San Jacinto General Plan Environmental Impact Report (City GPEIR, July 2022) indicates that the Lakeview Mountains to the west, the San Jacinto Mountain foothills to the northeast, and the San Timoteo badlands to the northwest are considered important scenic vistas within the City. Thus, the project site is removed from the badlands, foothills, and mountains and thus, the proposed Project would not impact any scenic vistas. Though the project site currently serves as grazing land supporting goats, the site itself is surrounded by existing single-family residential development and does not contain any unique visual features that would serve as scenic vistas of value based on the criteria provided in the City GPEIR. Thus, the subdivision of this site to enable the future development of 76 single-family residences would conform with the existing visual setting, and thus would not have a potential to obstruct public views to scenic vistas. Therefore, the proposed Project would have a less than significant potential to have a substantial adverse effect on a scenic vista. No mitigation is required.

- b. *Less Than Significant Impact* – The project site currently contains to an existing single-family residence with a backhouse structure, a barn, and two dilapidated wooden barn structures, each presently without a roof. The remainder of the site serves as grazing land supporting goats. The site is essentially uniformly flat due to the existing site development. The site has been designated for Low Density Residential (LDR) use under the City's General Plan. The proposed Project does not contain any noteworthy rocks or rock outcroppings that would be considered of scenic value under the current City standards. Furthermore, the project site does not contain any trees that are of scenic significance as the trees that exist within the project site are not significant in number. As a result, the removal of the onsite trees would not conflict with the City of San Jacinto General Plan Policy RM-1.2, which states “*Scenic Resources. Encourage the preservation of San Jacinto’s scenic resources, including mature trees, rock outcroppings, hillsides, ridgelines, and other prominent natural landforms, to the extent practical.*” As no such resources exist within the project site, the proposed Project would not conflict with the General Plan Policies pertaining to scenic resources. No roadways within the vicinity of the project site are considered eligible for official designation as a City, County or State Scenic Highway. No other scenic resources are located within the project site, and as such, there are no scenic resources within the site that would be damaged as a result of the proposed Project. Therefore, there is a less than significant impact to scenic resources.
- c. *Less Than Significant Impact* – Please refer to the discussion under issue I(a) and (b), above. The project site is located within a suburban setting and is therefore located in an urbanized visual setting that is bordered mostly by surrounding roadways, residential, and rural residential development. As stated above, the proposed Project will result in the development of the 76 single-family residences, which would create a temporary change in the visual character of the project site, but this would be temporary as the construction equipment and materials would only be present for the duration of construction of the proposed single-family home. The project site has been designed to be consistent with the Low Density Residential (LDR) development guidelines. The proposed Project would be designed in accordance with City General Plan and consistent with the Low Density Residential (LDR) development guidelines. The visual character of this site would be converted to a suburban residential visual setting consistent with surrounding single-family residences, but also consistent with the General Plan vision for the City at build-out.

The following table analyzes the consistency with General Plan goals and policies pertaining to scenic quality.

Table I-1  
PROJECT SCENIC REGULATION CONSISTENCY ANALYSIS

Applicable General Plan Policies	Project Consistency Analysis
<b>Policy LU-3.2. Surrounding Uses.</b> Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.	The proposed Project would be consistent with Policy LU 3.1 because the proposed Project would be designed to conform with the Residential, Low Density (RL) Zoning Designation. The proposed Project would be installed within a site surrounded by other single-family residences, and thus the conversion of this parcel to a subdivision to enable the development of 76 single-family residences would each ensure that the design is compatible with the existing character of the City. The proposed Project would be consistent with Policy 4.1. As described above, the proposed Project would be consistent with the existing single-family residential development that surrounds the project site to the north, east, west, and a portion to the south of the project site and would be consistent with the future development in the vacant residentially designated areas to the south of the site.
<b>Policy LU 2.2. Infill Development.</b> Encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and activity centers..	The proposed Project would be consistent with Policy LU 2.2 because the bulk, scale, and intensity of the proposed future development would be consistent with the existing single-family residential development that surrounds the project site to the north, east, west, and a portion to the south of the project site and would be consistent with the future development in the vacant residentially designated areas to the south of the site.
<b>Policy LU 5.2. Standards and Guidelines.</b> Develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects.	The proposed Project would be consistent with Policy LU 5.2. As described previously, the proposed Project would subdivide the site to ultimately result in the development of 76 single-family residences, which would be compatible with the surrounding land uses. In addition, the future development of the proposed subdivision would be required to meet City development standards and would meet City design guidelines, which would ensure compatibility with the Policy.
<b>Policy LU 5.7. Landscaping.</b> Use landscaping for screening, solar control, parking lot shade, and other beautification purposes throughout the City.	The proposed Project would be consistent with Policy LU 5.7. The proposed Project would be required to meet City landscaping standards and would meet City design guidelines for landscaping, which would ensure compatibility with the Policy.
<b>Policy LU 5.8. Streetscapes.</b> Promote drought tolerant landscaping, tree planting, and tree preservation along City streets as a means of improving aesthetics, making neighborhoods more pedestrian-friendly, and providing environmental and economic benefits.	The proposed Project would be consistent with Policy LU 5.7. The proposed Project would be required to meet City streetscape standards and would meet City design guidelines for streetscapes, which would ensure compatibility with the Policy.
<b>Policy RM 1.2 Scenic Resources.</b> Encourage the preservation of San Jacinto's scenic resources, including mature trees, rock outcroppings, hillsides, ridgelines, and other prominent natural landforms, to the extent practical.	The proposed Project would be consistent with Policy EM 1.2 as the subdivision of the project site to ultimately be developed with 76 single-family homes would not conflict with any scenic resources as none are located within or adjacent to the project site. Thus, the proposed Project would not conflict with the preservation of any scenic resources within the City, particularly given that the project site is flat and is surrounded by residential development.

Based on the preceding analysis, the proposed Project would conform to the existing policies pertaining to scenic quality in the City, as well as to the City's zoning code, and impacts would be less than significant.

- d. *Less Than Significant Impact* – The implementation of the proposed Project will create new sources of light once the site has been occupied by new residences. The current site does generate some light from the existing residential and grazing land use. Existing sources of light in the vicinity of the project site include security lighting, landscape lighting, and lighting from building interiors that pass-through windows. Light and glare from interior and exterior building lighting, safety and security lighting, and vehicular traffic accessing the subdivision area will occur once the subdivision is developed and occupied by future residents. The proposed Project must be developed in accordance with the City of San Jacinto Development Code, which would ensure that any building or exterior lighting would not significantly impact adjacent uses. Thus, the proposed Project will introduce a new source of light into the project area, but design requirements can limit the lighting impacts to and from the project site. All outdoor lighting would be hooded, appropriately angled away from adjacent land uses, and would be installed in compliance with the San Jacinto Development Code, Section 17.300.080, which provides specifications for shielding lighting away from adjacent uses and intensity of lighting. Compliance with the Development Code would ensure that light and glare sources from the site would be shielded or modified in accordance with Section 17.300.080 to prevent the emission of light or glare beyond the property line or upward into the sky.

Additionally, the subdivision of the property would not have a potential to result in structures that would cause substantial glare. The future development of residences at the project site would require the installation of windows, but the design of each home would ensure that architectural elements would limit the potential of significant glare to a level of less than significant. Through compliance with the City's Development Code, proposed Project would have a less than significant potential to create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>II. AGRICULTURE AND FORESTRY RESOURCES:</b> In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Agricultural Resource impacts associated with construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *No Impact* – According to the California Department of Conservation Important Farmland Map Finder, the project site is located on land that is deemed “Farmland of Local Importance” (Figure II-1). The City has not designated this site nor zoned this site for agricultural use, as the General Plan

designation is Low Density Residential (LDR) and the Zoning Classifications is Residential, Low Density (RL). This indicates that the City intends for the project site to be developed for a use that would suit the land use designation/zoning classification that it has assigned the project site. Furthermore, the City's General Plan indicates that the loss of agricultural values within the City are outweighed by the social and economic factors making land for other uses more desirable. Section 5.2 of the City's General Plan (GPEIR July 2022), states that it is anticipated that changes in the existing environment associated with future development anticipated by the General Plan Update would result in the conversion of Farmland to non-agricultural use. No feasible mitigation measures were adopted due to conflicts with other objectives in the General Plan. However, the City's General Plan Policy LU-2.4 allows and supports for the continuation of agricultural operations on lands within the City limits that are designated for development uses and Action LU-2e gives priority to redevelopment and infill projects that reduce development pressure on agricultural lands. Ultimately, the GPEIR concluded that impacts to agricultural resources will remain significant and unavoidable. Thus, conversion of the land use of the project site from Farmland of Local Importance to residential use through the proposed subdivision of single-family residential lots would be consistent with the anticipated conversion of agricultural land analyzed in the City's General Plan and City GPEIR (July 2022). Therefore, given that the City does not identify the project site for agricultural use, and that no Prime Farmland, Unique Farmland or Farmland of Statewide Importance has been identified within the project site or project area, implementation of the proposed Project and conversion of the project site will not pose any significant adverse impact to agricultural resources or values. No adverse impacts are anticipated and no mitigation is required.

- b. *No Impact* – Implementation of the proposed Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract because the project site General Plan designation is Low Density Residential (LDR) and the Zoning Classifications is Residential, Low Density (RL). Based on this information, the proposed Project will not conflict with existing zoning for agricultural use, or a Williamson Act contract. No adverse impacts are anticipated and no mitigation is required.
- c. *No Impact* – The project site is not located within forest land, timberland or timberland zoned for Timberland Production. Therefore, the proposed Project will not 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)). No adverse impacts are anticipated and no mitigation is required.
- d. *No Impact* – The project site is not located within forest land and has no commercial forest trees on the property; therefore, the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest production use. No adverse impacts are anticipated and no mitigation is required.
- e. *No Impact* – Please refer to the discussion under issue II(a), above. No agricultural activities have been practiced on the site in recent history. The City has designated and zoned the site for Low Density Residential (LDR) use, which does not permit agricultural uses beyond limited seasonal farming to be carried out. The uses in the immediate vicinity surrounding the proposed Project do not currently support agricultural activities. The proposed Project would not involve other changes that would result in off-site agricultural land converting to a non-agricultural use. Furthermore, there is no forest land in the City of San Jacinto that would be impacted by the future development of the proposed Project. Therefore, the proposed Project would have no potential to involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>III. AIR QUALITY:</b> Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following data is based on calculations prepared utilizing CalEEMod. CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. These emissions calculations are provided as Appendix 1 to this Initial Study.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Air Quality emissions generated by construction and operation of the proposed Project, as described herein, are presented below.

#### Background

##### *Climate*

The climate of the San Jacinto area, technically called an interior valley subclimate of Southern California's semi-arid climate, is characterized by warm summers, mild winters, infrequent rainfall, moderate afternoon breezes, and generally fair weather. The clouds and the fog that form along the area's coastline rarely extend as far inland as the San Jacinto Valley, and if they do, they usually burn off quickly after sunrise. The most important weather pattern is associated with the warm season airflow across populated areas of the Los Angeles Basin that brings polluted air into western Riverside County late in the afternoon. This transport pattern creates unhealthful air quality when the fringes of this "urban smog cloud" extend to the project site during the summer months.

##### *Air Quality Standards*

Existing air quality is measured at established Southern California Air Quality Management District (SCAQMD) air quality monitoring stations. Monitored air quality is evaluated and in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table III-1. Because the State of California had established Ambient Air Quality Standards (AAQS) several years before the federal action and because of unique air quality problems introduced by the restrictive dispersion

meteorology, there is considerable difference between state and national clean air standards. Those standards currently in effect in California are shown in Table III-1. Sources and health effects of various pollutants are shown in Table III-2.

**Table III-1  
AMBIENT AIR QUALITY STANDARDS**

Pollutant	Average Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentration <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O3) <sup>8</sup>	1 Hour	0.09 ppm (180 µg/m³)	Ultraviolet Photometry	–	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m³)		0.070 ppm (137 µg/m³)		
Respirable Particulate Matter (PM10) <sup>9</sup>	24 Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		–		
Fine Particulate Matter (PM2.5) <sup>9</sup>	24 Hour	–	–	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12.0 µg/m³	15.0 µg/m³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m³)	–	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9 ppm (10 mg/m³)		9 ppm (10 mg/m³)	–	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m³)		–	–	
Nitrogen Dioxide (NO2) <sup>10</sup>	1 Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	–	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO2) <sup>11</sup>	1 Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	–	Ultraviolet Fluorescence; Spectrophotometry (Paraosaniline Method)
	3 Hour	–		–	0.5 ppm (1300 µg/m³)	
	24 Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas) <sup>11</sup>	–	
	Annual Arithmetic Mean	–		0.030 ppm (for certain areas) <sup>11</sup>	–	
Lead 8 <sup>12,13</sup>	30-Day Average	1.5 µg/m³	Atomic Absorption	–	–	–
	Calendar Quarter	–		1.5 µg/m³ (for certain areas) <sup>12</sup>	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Avg	–		0.15 µg/m³		
Visibility Reducing Particles <sup>14</sup>	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No  Federal  Standards		
Sulfates	24 Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride <sup>12</sup>	24 Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Source: California Air Resources Board 5/4/16

Footnotes:

- 1 California standards for ozone, carbon monoxide (except Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, suspended particulate matter – PM10, PM2.5, and visibility reducing particles, are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- 2 National standards (other than ozone, particulate matter, and those based on annual averages or annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24-hour standard is attained when the expected number of days per calendar year, with a 24-hour average concentration above  $150 \mu\text{g}/\text{m}^3$ , is equal to or less than one. For PM2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact U.S. EPA for further clarification and current federal policies.
- 3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- 4 Any equivalent procedure which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
- 5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- 6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- 7 Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
- 8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- 9 On December 14, 2012, the national PM2.5 primary standard was lowered from  $15 \mu\text{g}/\text{m}^3$  to  $12.0 \mu\text{g}/\text{m}^3$ . The existing national 24-hour PM2.5 standards (primarily and secondary) were retained at  $35 \mu\text{g}/\text{m}^3$ , as was the annual secondary standard of  $15 \mu\text{g}/\text{m}^3$ . The existing 24-hour PM10 standards (primarily and secondary) of  $150 \mu\text{g}/\text{m}^3$  also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- 10 To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- 11 On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.  
  
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
- 12 The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
- 13 The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard ( $1.5 \mu\text{g}/\text{m}^3$  as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
- 14 In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.



Sources and health effects of various pollutants are shown in Table III-2.

**Table III-2**  
**HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

<b>Pollutants</b>	<b>Sources</b>	<b>Primary Effects</b>
Carbon Monoxide (CO)	<ul style="list-style-type: none"> <li>• Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust.</li> <li>• Natural events, such as decomposition of organic matter.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced tolerance for exercise.</li> <li>• Impairment of mental function.</li> <li>• Impairment of fetal development.</li> <li>• Death at high levels of exposure.</li> <li>• Aggravation of some heart diseases (angina).</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Motor vehicle exhaust.</li> <li>• High temperature stationary combustion.</li> <li>• Atmospheric reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory illness.</li> <li>• Reduced visibility.</li> <li>• Reduced plant growth.</li> <li>• Formation of acid rain.</li> </ul>
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"> <li>• Atmospheric reaction of organic gases with nitrogen oxides in sunlight.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory and cardiovascular diseases.</li> <li>• Irritation of eyes.</li> <li>• Impairment of cardiopulmonary function.</li> <li>• Plant leaf injury.</li> </ul>
Lead (Pb)	<ul style="list-style-type: none"> <li>• Contaminated soil.</li> </ul>	<ul style="list-style-type: none"> <li>• Impairment of blood function and nerve conduction.</li> <li>• Behavioral and hearing problems in children.</li> </ul>
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> <li>• Stationary combustion of solid fuels.</li> <li>• Construction activities.</li> <li>• Industrial processes.</li> <li>• Atmospheric chemical reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lung function.</li> <li>• Aggravation of the effects of gaseous pollutants.</li> <li>• Aggravation of respiratory and cardio respiratory diseases.</li> <li>• Increased cough and chest discomfort.</li> <li>• Soiling.</li> <li>• Reduced visibility.</li> </ul>
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> <li>• Fuel combustion in motor vehicles, equipment, and industrial sources.</li> <li>• Residential and agricultural burning.</li> <li>• Industrial processes.</li> <li>• Also, formed from photochemical reactions of other pollutants, including NO<sub>x</sub>, sulfur oxides, and organics.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases respiratory disease.</li> <li>• Lung damage.</li> <li>• Cancer and premature death.</li> <li>• Reduces visibility and results in surface soiling.</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Combustion of sulfur-containing fossil fuels.</li> <li>• Smelting of sulfur-bearing metal ores.</li> <li>• Industrial processes.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory diseases (asthma, emphysema).</li> <li>• Reduced lung function.</li> <li>• Irritation of eyes.</li> <li>• Reduced visibility.</li> <li>• Plant injury.</li> <li>• Deterioration of metals, textiles, leather, finishes, coatings, etc.</li> </ul>

Source: California Air Resources Board, 2002.

### Air Quality Planning

The United State Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the National Ambient Air Quality Standards (NAAQS) for O<sub>3</sub>, CO, NO<sub>x</sub>, SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, and lead. The U.S. EPA has jurisdiction over emissions sources that are under the authority of the federal government including aircraft, locomotives, and emissions sources outside state waters (Outer Continental Shelf). The U.S. EPA also establishes emission standards for vehicles sold in states other than California. Automobiles sold in California must meet the stricter emission requirements of the California Air Resources Board (CARB).

The Federal Clean Air Act (CAA) was first enacted in 1955, and has been amended numerous times in subsequent years (1963, 1965, 1967, 1970, 1977, and 1990). The CAA establishes the federal air quality standards, the NAAQS, and specifies future dates for achieving compliance. The CAA also mandates that states submit and implement State Implementation Plans (SIPs) for local areas not meeting these standards. These plans must include pollution control measures that demonstrate how the standards will be met. Substantial reductions in emissions of ROG, NO<sub>x</sub> and CO are forecast to continue throughout the next several decades. Unless new particulate control programs are implemented, PM-10 and PM-2.5 are forecast to slightly increase.

The Air Quality Management District (AQMD) adopted an updated clean air “blueprint” in August 2003. The 2003 Air Quality Management Plan (AQMP) was approved by the EPA in 2004. The AQMP outlined the air pollution measures needed to meet federal health-based standards for ozone by 2010 and for particulates (PM-10) by 2006. The 2003 AQMP was based upon the federal one-hour ozone standard which was revoked late in 2005 and replaced by an 8-hour federal standard. Because of the revocation of the hourly standard, a new air quality planning cycle was initiated.

With re-designation of the air basin as non-attainment for the 8-hour ozone standard, a new attainment plan was developed. This plan shifted most of the one-hour ozone standard attainment strategies to the 8-hour standard. As previously noted, the attainment date was to “slip” from 2010 to 2021. The updated attainment plan also includes strategies for ultimately meeting the federal PM-2.5 standard.

Because projected attainment by 2021 required control technologies that did not exist yet, the SCAQMD requested a voluntary “bump-up” from a “severe non-attainment” area to an “extreme non-attainment” designation for ozone. The extreme designation was to allow a longer time period for these technologies to develop. If attainment cannot be demonstrated within the specified deadline without relying on “black-box” measures, EPA would have been required to impose sanctions on the region had the bump-up request not been approved. In April 2010, the EPA approved the change in the non-attainment designation from “severe-17” to “extreme.” This reclassification set a later attainment deadline (2024), but also required the air basin to adopt even more stringent emissions controls.

In other air quality attainment plan reviews, EPA had disapproved part of the SCAB PM-2.5 attainment plan included in the AQMP. EPA stated that the current attainment plan relied on PM-2.5 control regulations that had not yet been approved or implemented. It was expected that a number of rules that were pending approval would remove the identified deficiencies. If these issues were not resolved within the next several years, federal funding sanctions for transportation projects could result. The 2012 AQMP included in the current California State Implementation Plan (SIP) was expected to remedy identified PM-2.5 planning deficiencies.

The Federal Clean Air Act requires that non-attainment air basins have EPA approved attainment plans in place. This requirement includes the federal one-hour ozone standard even though that standard was revoked almost ten years ago. There was no approved attainment plan for the one-hour federal standard at the time of revocation. Through a legal quirk, the SCAQMD is now required to develop an AQMP for the long since revoked one-hour federal ozone standard. Because the current SIP for the basin contains a number of control measures for the 8-hour ozone standard that are equally effective for one-hour levels, the 2012 AQMP was believed to satisfy hourly attainment planning requirements.

AQMPs are required to be updated every three years. The 2012 AQMP was adopted in early 2013. An updated 2016 AQMP was adopted by the SCAQMD Board in March 2017. The 2016 AQMD demonstrated the emissions reductions shown in Table III-3 compared to the 2012 AQMP.

**Table III-3  
COMPARISON OF EMISSIONS BY MAJOR SOURCE CATEGORY FROM 2012 AQMP**

Pollutant	Stationary Sources	Mobile Sources
VOC	-12%	-3%
NOx	-13%	-1%
SOx	-34%	-23%
PM2.5	-9%	-7%

\*Source: 2016 AQMP

SCAQMD has initiated the development of the 2022 AQMP to address the attainment of the 2015 8-hour ozone standard (70 ppb) for South Coast Air Basin (SCAB) and Coachella Valley which will focus on attaining the 70 ppb 8-hour ozone National Ambient Air Quality Standard (NAAQS) by 2037. On-road vehicles and off-road mobile sources represent the largest categories of NOx emissions. Accomplishment of attainment goals requires an approximate 70% reduction in NOx emissions. Large scale transition to zero emission technologies is a key strategy. To this end, Governor Executive Order N-79-20 requires 100 percent EV sales by 2035 for automobiles and short haul drayage trucks. A full transition to EV buses and heavy-duty long-haul trucks is required by 2045.

The proposed Project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing residential subdivisions. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less-than-significant just because the future development is consistent with regional growth projections. Air quality impact significance for the proposed Project has therefore been analyzed on a project-specific basis.

#### Impact Thresholds

Appendix G of the California CEQA Guidelines offers the following four tests of air quality impact significance. A project would have a potentially significant impact if it:

- Conflicts with or obstructs implementation of the applicable air quality plan.
- Results in a cumulatively considerable net increase of any criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Exposes sensitive receptors to substantial pollutant concentrations.
- Creates objectionable odors affecting a substantial number of people.

#### *Primary Pollutants*

Air quality impacts generally occur on two scales of motion. Near an individual source of emissions or a collection of sources such as a crowded intersection or parking lot, levels of those pollutants that are emitted in their already unhealthful form will be highest. Carbon monoxide (CO) is an example of such a pollutant. Primary pollutant impacts can generally be evaluated directly in comparison to appropriate clean air standards. Violations of these standards where they are currently met, or a measurable worsening of an existing or future violation, would be considered a significant impact. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the SCAB for PM-10, an aggressive dust control program is required to control fugitive dust during project construction.

### *Secondary Pollutants*

Many pollutants, however, require time to transform from a more benign form to a more unhealthful contaminant. Their impact occurs regionally far from the source. Their incremental regional impact is minute on an individual basis and cannot be quantified except through complex photochemical computer models. Analysis of significance of such emissions is based upon a specified amount of emissions (pounds, tons, etc.) even though there is no way to translate those emissions directly into a corresponding ambient air quality impact.

Because of the chemical complexity of primary versus secondary pollutants, the SCAQMD has designated significant emissions levels as surrogates for evaluating regional air quality impact significance independent of chemical transformation processes. Projects with daily emissions that exceed any of the following emission thresholds are recommended by the SCAQMD to be considered significant under CEQA guidelines.

**Table III-4  
DAILY EMISSIONS THRESHOLDS**

<b>Pollutant</b>	<b>Construction</b>	<b>Operations</b>
ROG	75	55
NOx	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
Sox	150	150
Lead	3	3

Source: SCAQMD CEQA Air Quality Handbook, November, 1993 Rev.

### *Additional Indicators*

In its CEQA Handbook, the SCAQMD also states that additional indicators should be used as screening criteria to determine the need for further analysis with respect to air quality. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMP and in other than planned locations for the project's build-out year.
- Project could generate vehicle trips that cause a CO hot spot.

### Impact Analysis

- a. *Less Than Significant Impact* – The proposed Project does not directly relate to the AQMP in that there are no specific air quality programs or regulations governing development projects. Conformity with adopted plans, forecasts and programs relative to population, housing, employment and land use is the primary yardstick by which impact significance of planned growth is determined. The SCAQMD, however, while acknowledging that the AQMP is a growth-accommodating document, does not favor designating regional impacts as less than significant just because the future development is consistent with regional growth projections. Air quality impact significance for the proposed Project has therefore been analyzed on a project-specific basis.

The proposed Project would be consistent with the City's General Plan and Zoning Code, because the future improvements would be developed within a site designated for Low Density Residential (LDR) and the Zoning Classifications is Residential, Low Density (RL), to which the proposed Project

would conform. As a result, the development density of the proposed Project would be consistent with the assumptions in the AQMP and would not conflict with SCAQMD's attainment plans. Furthermore, the proposed Project is forecast to be consistent with regional planning forecasts maintained by the Southern California Association of Government (SCAG) regional plans, particularly given that the proposed Project would install housing consistent with the recent SCAG Regional Housing Needs Assessment Final Allocation Plan approved on 3/22/21, modified 7/1/21.<sup>1</sup> Air quality impact significance for the proposed Project has been analyzed on a project-specific basis. As the analysis of Project-related emissions provided below in issues III(b) and III(c) indicate, the proposed Project would not cause or be exposed to significant air pollution, and is, therefore, consistent with the applicable air quality plan. No mitigation is required.

- b. *Less Than Significant Impact With Mitigation Incorporated* – Air pollution emissions associated with the proposed Project would occur over both a short- and long-term time period. Short-term emissions include fugitive dust from construction activities (i.e., site prep, demolition, grading, and exhaust emission) anticipated to occur as a result of future development of the proposed Project. Long-term emissions generated by occupancy of the proposed Project primarily include energy consumption generated by the single-family residences.

#### *Construction Emissions*

This analysis utilizes calculations generated by CalEEMod2022.1. CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions.

The Project proposes the subdivision of 76 single-family residential lots within an 18.5-acre site. An additional lettered lot would be provided as part of the ultimate development of the site to enable the construction of a water quality bioretention basin at the northwest corner of the site. The average square footage of each lot is 8,125 SF. The building area was assumed at an average of 3,000 SF per residence as a conservative assumption of the future development. Approximately 200,000 SF of the entire 805,860 SF site is anticipated to be landscaped as part of the future development. Paved is conservatively assumed to consist of a maximum of 250,000 SF of the entire 805,860 SF site.

Construction is anticipated to start in July 2023 with the completion in 2024. The project site contains existing structures, but is mostly vacant. Regardless, build out of the proposed project would require demolition, site preparation (i.e., clearing, grading, and excavation), grading, paving, and construction of the onsite structure. Construction is anticipated to require about 8,000 cubic yards (CY) of cut and 29,000 CY of fill, as such the site requires approximately 21,000 CY of import. To account for the dust from earth movement it was assumed that the entire 18.5-acre site would undergo grading, not just the building pad areas.

Construction was modeled in CalEEMod2022.1 using the construction equipment and schedule for a site of this size as shown in Table III-5.

Program defaults were modified to account for the correct lot size area that would be modified by the future development. For construction, it was assumed that greater paved area would be installed by the proposed Project as a result of the internal roadways and driveways that would be installed.

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<sup>1</sup> <https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899>

According to SCAG, "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs."; The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

**Table III-5  
CONSTRUCTION ACTIVITY EQUIPMENT FLEET**

Phase Name and Duration	Equipment
Demolition (20 days)	2 Rubber Tired Dozers
	3 Excavators
	1 Concrete/Industrial Saw
Site Preparation (10,500 CY Soil Import) (10 days)	3 Rubber Tired Dozers
	4 Tractors/Loaders/Backhoes
Grading (10,500 CY Soil Import) (30 days)	1 Grader
	2 Excavators
	2 Tractors/Loaders/Backhoes
	2 Scrapers
	1 Rubber Tired Dozer
Construction (300 days)	1 Crane
	1 Generator Set
	1 Loader/Backhoe
	1 Welders
Paving (max 250,000 SF) (20 days)	3 Forklifts
	2 Pavers
	2 Paving Equipment
Architectural Coating (20 Days)	2 Rollers
	1 Air Compressor

Utilizing this indicated equipment fleet and durations shown in Table III-5 the following worst case daily construction emissions are calculated by CalEEMod and are listed in Table III-6.

**Table III-6  
CONSTRUCTION ACTIVITY EMISSIONS UNMITIGATED  
MAXIMUM DAILY EMISSIONS (POUNDS/DAY)**

Maximal Construction Emissions	ROG	NOx	CO	SO <sub>2</sub>	PM-10	PM-2.5
SUMMER 2023	4.19	50.5	39.6	0.11	9.71	5.18
SUMMER 2024	1.20	11.2	13.1	0.02	0.89	0.56
<b>Maximum Daily Summer Emissions</b>	<b>4.19</b>	<b>50.5</b>	<b>39.6</b>	<b>0.11</b>	<b>9.71</b>	<b>5.18</b>
WINTER 2023	1.40	12.3	15.1	0.03	0.98	0.62
WINTER 2024	71.5	11.2	13.1	0.03	0.89	0.56
WINTER 2025	71.5	0.88	1.14	< 0.005	0.09	0.04
<b>Maximum Daily Winter Emissions</b>	<b>71.5</b>	<b>12.3</b>	<b>15.1</b>	<b>0.03</b>	<b>0.98</b>	<b>0.62</b>
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>

Peak daily construction activity emissions from proposed Project are estimated be well below SCAQMD CEQA thresholds without the need for added mitigation. Future construction activities are not anticipated to cause dust emissions to exceed SCAQMD CEQA thresholds. Nevertheless,

emissions minimization through an enhanced dust control mitigation measure is recommended for use because of the non-attainment status of the air basin.

**AQ-1**     *The development of the project site shall be required to comply with South Coast Air Quality Management District Rule 403 – Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust. Applicable dust suppression requirements from Rule 403 are summarized below.*

- *Nontoxic chemical soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).*
- *Active sites shall be watered at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)*
- *All trucks hauling dirt, sand, soil, or other loose materials shall be covered, or at least 0.6 m (2 ft) of freeboard (vertical space between the top of the load and top of the trailer) maintained in accordance with the requirements of California Vehicle Code (CVC) Section 23114.*
- *Construction access roads shall be paved at least 30 m (100 ft) onto the site from the main road.*
- *Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.*

Similarly, ozone precursor emissions (ROG and NO<sub>x</sub>) are calculated to be below SCAQMD CEQA thresholds. However, because of regional non-attainment for photochemical smog, the use of a reasonably available exhaust emission control mitigation measure for diesel exhaust is recommended.

**AQ-2**     ***Exhaust Emissions Control.** The following measures shall be incorporated into project plans and specifications for implementation:*

- *Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.*
- *Contactors shall utilize Tier 4 or better heavy equipment.*
- *Enforce 5-minute idling limits for both on-road trucks and off-road equipment.*

The following additional measures shall be implemented during future construction activities to further reduce emissions:

**AQ-3**     *Development of the project site shall be required to use electric or alternative fueled construction equipment where technically feasible and/or commercially available, where the electric or alternatively fueled equipment can perform adequately when compared to gasoline or diesel fueled equipment.*

**AQ-4**     *Development of the project site shall be required to utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, Future AGSP Development may utilize building materials that do not require the use of architectural coatings. This measure will apply to all future projects*

**AQ-5**     *Development of the project site shall be required to sweep all streets at least once a day using SCAQMD Rule 1186 certified street sweepers if visible soil materials are carried to adjacent streets.*

**AQ-6** *The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The developer shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.*

With implementation of mitigation measures (MMs) **AQ-1** through **AQ-6**, any impacts related to construction emissions are considered less than significant.

#### *Operational Emissions*

Operational emissions were calculated using CalEEMod2022.1 for an assumed occupancy year of 2024, with the full occupancy occurring in 2025. The operational impacts are shown in Table III-7. As shown, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance. For operational assumptions, it is assumed that no wood fireplaces would be installed, and the default settings for water use were modified as a result of the available data through Eastern Municipal Water District's (Eastern's) 2020 Urban Water Management Plan (UWMP). Mobile source operational emissions were calculated based on an average daily trip generation of 718, with 15.9 miles per resident assumed as the number of vehicle miles traveled. This is based on the VMT Analysis provided as Appendix 7b, prepared by Urban Crossroads. Note that solar panels are now required for residential development, so a conservative 10% of the energy consumption generated by the proposed Project was assumed to be offset by solar.

**Table III-7  
PROPOSED USES DAILY OPERATIONAL IMPACTS (2024)  
UNMITIGATED**

<b>Maximal Summer Emissions</b>	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM-10</b>	<b>PM-2.5</b>
SUMMER MOBILE	2.56	0.64	4.40	< 0.005	0.01	< 0.005
SUMMER AREA	5.74	1.30	4.83	0.01	0.10	0.10
SUMMER ENERGY	0.04	0.68	0.29	< 0.005	0.06	0.06
<b>Total Summer Operational Emissions</b>	<b>8.34</b>	<b>2.63</b>	<b>9.52</b>	<b>0.01</b>	<b>0.17</b>	<b>0.16</b>
WINTER MOBILE	2.33	0.68	5.14	< 0.005	0.01	< 0.005
WINTER AREA	5.34	1.26	0.54	0.01	0.10	0.10
WINTER ENERGY	0.04	0.68	0.29	< 0.005	0.06	0.06
<b>Total Winter Operational Emissions</b>	<b>7.72</b>	<b>2.62</b>	<b>5.96</b>	<b>0.01</b>	<b>0.17</b>	<b>0.16</b>
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Impacts without Mitigation: Operational activities for summer and winter scenarios are presented in Table III-7. Detailed operational model outputs are presented in Appendix 1. Operational-source emissions will not exceed the thresholds of significance and as such, a significant operational impact will not occur. However, in an effort to reduce emissions to the greatest extent feasible, the following measures shall be implemented to minimize future operational emissions:

**AQ-7** *The developer shall require that all building structures meet or exceed 2020 Title 24, Part 6 Standards and meet Green Building Code Standards.*

**AQ-8** *The developer shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.*



- AQ-9**     *The developer shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.*
- AQ-10**    *The developer shall require that ENERGY STAR-compliant appliances are installed on-site.*
- AQ-11**    *The developer shall require that high-efficiency lighting be installed that is at least 34% more efficient than standard lighting.*
- AQ-12**    *No wood burning devices shall be installed in any dwelling units, consistent with SCAQMD Rule 445.*

#### Conclusion

With the incorporation of MMs **AQ-1** through **AQ-12**, the future development of the proposed Project would have a less than significant potential to result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard.

- c. *Less Than Significant Impact* – The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs).<sup>2</sup> LSTs were developed in response to Governing Board's Environmental Justice Enhancement Initiative 1-4 and the LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005.

Use of an LST analysis for a project is optional. For the proposed Project, the primary source of possible LST impact would be during construction. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours such as a residence, hospital or convalescent facility.

LSTs are only applicable to the following criteria pollutants: oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

LST screening tables are available for 25, 50, 100, 200- and 500-meter source-receptor distances. The closest distance of the project site boundary to the nearest neighboring residential structure is at the northern boundary with the neighboring subdivision, which is a distance of about 35 feet. Thus, the 25-meter distance was used.

The SCAQMD has issued guidance on applying CalEEMod to LSTs. LST pollutant screening level concentration data is currently published for 1, 2- and 5-acre sites for varying distances. For this Project, the thresholds for a 5-acre site were applied.<sup>3</sup>

The following construction thresholds and future emissions in Table III-8 are therefore determined (pounds per day):

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<sup>2</sup> <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>

<sup>3</sup> <http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>

**Table III-8  
LST AND PROJECT EMISSIONS (POUNDS/DAY)  
CONSTRUCTION**

5.0 acre/25 meters Hemet/San Jacinto Valley	CO	NOx	PM-10	PM-2.5
<b>LST Threshold</b>	1,965	371	13	8
<b>Max On-Site Emissions</b>				
<b>2023</b>	39.6	50.5	9.71	5.18
<b>2024</b>	13.1	11.2	0.89	0.56
<b>2025</b>	1.14	0.88	0.09	0.04
<b>Exceeds LST Threshold?</b>	NO	NO	NO	NO

The following operational thresholds and future emissions in Table III-9 are therefore determined (pounds per day):

**Table III-9  
LST AND PROJECT EMISSIONS (POUNDS/DAY)  
OPERATIONS**

5.0 acre/25 meters Hemet/San Jacinto Valley	CO	NOx	PM-10	PM-2.5
<b>LST Threshold</b>	1,965	371	4	2
<b>Max On-Site Emissions</b>				
<b>Operations</b>	9.52	2.63	0.17	0.16
<b>Exceeds LST Threshold?</b>	NO	NO	NO	NO

LSTs were compared to the maximum daily construction activities. As seen in Table III-8, even if all activities were performed simultaneously, emissions meet the LST for construction thresholds. Furthermore, as seen on Table III-9, operational LST impacts are less than significant.

Construction equipment exhaust contains carcinogenic compounds within the diesel exhaust particulates. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365 days per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are typically assessed over a 9-, 30-, or 70-year timeframe and not over a relatively brief construction period due to the lack of health risk associated with such a brief exposure. No analysis was required for the proposed Project.

Given that the proposed Project does not exceed LST thresholds, the future development of the proposed Project would have a less than significant potential to expose sensitive receptors to substantial pollutant concentrations would occur. No mitigation is required.

- d. *Less Than Significant Impact* – The potential for the generation of objectionable odors has also been considered in relation to the proposed Project. Land uses generally associated with odor complaints include: Agricultural uses (livestock and farming); Wastewater treatment plants; Food processing plants; Chemical plants; Composting operations; Refineries; Landfills; Dairies; and, Fiberglass molding facilities. The proposed Project would result in residential development. The project site does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during future construction activities and the temporary storage of typical solid waste (refuse) associated with long-term operational use of the

site. Standard construction requirements would minimize odor impacts from future construction activities. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is thus considered less than significant. It is expected that future project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of San Jacinto solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public odor nuisances. Therefore, odors associated with the future construction and occupation of the proposed Project would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>IV. BIOLOGICAL RESOURCES:</b> Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A biological resources assessment (BRA), Jurisdictional Delineation (JD), and multiple-species habitat conservation plan (MSHCP) consistency analysis has been prepared for the proposed Project titled "Biological Resources Assessment, Jurisdictional Delineation and MSHCP Consistency Analysis" prepared by Jacobs Engineering Group, Inc. dated August 2022 (Appendix 2). The following summary information has been abstracted from this report.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Impacts to Biological Resources from construction and operation of the proposed Project, as described herein, are presented below.

#### Summary of Findings

##### *Introduction*

The purpose of the BRA is to address potential effects of the project to designated Critical Habitats and/or any species currently listed or formally proposed for listing as endangered or threatened under the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA) or species designated

as sensitive by the California Department of Fish and Wildlife (CDFW [formerly California Department of Fish and Game]) and/or the California Native Plant Society (CNPS). As part of the BRA, the project site was also assessed to determine the extent (if any) of State and federal jurisdictional waters (i.e. Waters of the U.S. and Waters of the State) within the project area potentially subject to regulation by the U.S. Army Corps of Engineers (USACE) under Section 404 of the Clean Water Act (CWA), Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA and Porter Cologne Water Quality Control Act, and CDFW under Section 1602 of the California Fish and Game Code (FGC), respectively. In addition to the BRA, Jacobs prepared a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, which is included in the scope of this report. As part of the City of San Jacinto's approval process, a Western Riverside County MSCHP compliance report is required. Another purpose of the BRA is to assess whether the proposed Project is consistent with the conditions and provisions identified in the MSCHP.

#### *Environmental Setting*

The project area is situated in the San Jacinto Valley, between the Santa Ana Mountains to the west/southwest and the San Jacinto Mountains to the east/northeast. The topography of the project area consists of flat urban landscape, comprised of vacant land and surrounding residential and commercial development. The elevation of the project site is approximately 1,400 feet above mean sea level (amsl).

Hydrologically, the project area is situated within the Gilman Hot Springs Hydrologic Sub-Area (HSA 802.21). The Gilman Hot Springs HSA comprises a 193,598-acre drainage area, within the larger San Jacinto Valley Watershed (HUC 18070202). The San Jacinto River is the major hydrogeomorphic feature within the San Jacinto Watershed.

Soils within the project site are comprised of San Emigdio fine sandy loam and Emigdio fine sandy loam deep both strongly saline-alkali 2 to 5 percent slopes (eroded). The San Emigdio series consists of very deep, well drained soils that formed in dominantly sedimentary alluvium. San Emigdio soils are on fans and floodplains and have slopes of 0 to 15 percent. The mean annual precipitation is about 15 inches and the mean annual air temperature is about 62 degrees F.

The City of San Jacinto consists of a mix of urban landscapes and isolated patches of undeveloped, grassland, and coastal sage scrub habitats. The project site is entirely within an urban landscape that no longer supports any native habitat and consists of a rural residential developed area with non-native landscaped vegetation and livestock outbuildings. The majority of the property cleared/graded vacant and being used by goat herds. The property is predominantly surrounded by single family residential with the exception of a parcel of vacant land to the southwest which is also being used by goats.

The project site is completely disturbed and no longer supports any native habitat. Dense vegetation cover within the undisturbed portion of the project site is dominated by non-native, invasive species, consisting primarily of tocalote (*Centaurea melitensis*), short podded mustard (*Hirschfeldia incana*), and brome grasses (*Bromus spp.*).

The predominant wildlife species observed or otherwise detected during the reconnaissance-level survey were birds, including red-winged blackbird (*Agelaius phoeniceus*), killdeer (*Charadrius vociferus*), barn swallow (*Hirundo rustica*), house sparrow (*Passer domesticus*), Common Raven (*Corvus corax*), Cassin's kingbird (*Tyrannus vociferans*), and mourning dove (*Zenaida macroura*). Other species observed include California ground squirrel (*Otospermophilus beecheyi*), cotton-tail rabbit (*Sylvilagus auduboni*), and domestic goats (*Capra sp.*).

#### Conclusion

A reconnaissance level BRA survey of the project site was conducted by Jacobs in April of 2022 to identify potential habitat for special status wildlife within the project area. No sensitive species were observed within the project area during the reconnaissance-level field survey and due to the environmental conditions on site, none are expected to occur. The project site is completely disturbed and no longer supports any native

habitat (see attached Site Photos). The project site consists of a dwelling and out buildings and cleared/graded vacant area surrounded by urban landscape consisting of residential development in all directions, with some vacant land to the south (Figure 3). Existing disturbances within the project site include periodic disking, previous dumping of rock and dirt material, and litter. Due to the environmental conditions on site and the adjacent disturbances, the project site is likely not suitable to support any of the listed species that have been documented in the project vicinity (within approximately 3 miles). Furthermore, the project site does not contain any sensitive habitat, including any USFWS designated Critical Habitat for any federally listed species, and the proposed Project will not result in any loss or adverse modification of Critical Habitat.

#### *Burrowing Owl*

A burrowing owl (BUOW) habitat suitability assessment was conducted by Jacobs in April 19, 2022 that included 100 percent visual coverage of any potentially suitable BUOW habitat within the project area. The result of the survey was that no evidence of BUOW was found in the survey area and much of the project site is not suitable to support this species. No BUOW individuals or sign including castings, feathers or whitewash were observed and BUOW are considered absent from the project area at the time of survey. Although the proposed Project is not likely to adversely affect this species, there is still a low potential for the project site to become occupied by BUOW between the time the survey was conducted and the commencement of future site disturbance. Therefore, the following precautionary avoidance measures are recommended to ensure the proposed Project does not result in any impacts to BUOW:

Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of ground disturbance to verify that BUOW remain absent from the project area.

The BUOW is a state and federal species of special concern (SSC) and is also protected under the Migratory Bird Treaty Act (MBTA) and by state law under the California FGC (FGC #3513 & #3503.5). In general, impacts to BUOW can be avoided by avoiding occupied burrows and conducting work outside of their nesting season (peak BUOW breeding season is identified as April 15th to August 15th). However, if all work cannot be conducted outside of nesting season and occupied burrows cannot be avoided, a project specific BUOW protection and/or passive relocation plan can be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. Regardless of survey results and conclusions given herein, BUOW are protected by applicable state and federal laws. As such, if a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) should cease immediately and regulatory agencies should be contacted to determine appropriate management actions. Importantly, nothing given in this report is intended to authorize any form of disturbance to BUOW. Such authorization must come from the appropriate regulatory agencies, including CDFW and/or United States Fish and Wildlife Service (USFWS).

#### *Nesting Birds*

The habitat within the project area is suitable to support nesting birds, including open ground nesting species. Most native bird species are protected from unlawful take by the MBTA. In December 2017, the Department of the Interior (DOI) issued a memorandum concluding that the MBTA's prohibitions on take apply "[...] only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs." Then in April 2018, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA. The State of California provides additional protection for native bird species and their nests in the FGC.

In general, impacts to all bird species (common and special status) can be avoided by conducting work outside of the nesting season, which is generally February 1<sup>st</sup> through August 31<sup>st</sup>. However, if all work cannot be conducted outside of nesting season, mitigation is required (MM **BIO-3**) below.

#### *Jurisdictional Waters*

In addition to the BRA and focused botanical field survey, Jacobs also assessed the project site for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment

is that there are no wetland or non-wetland waters of the United States (WOTUS) or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the California FGC, respectively. Therefore, the project will not impact any jurisdictional waters and no state or federal jurisdictional waters permitting will be required.

#### *MSHCP Consistency Analysis*

The proposed project is consistent with the MSHCP policies found in Sections 3 and 6 of the MSHCP, which include Riparian/Riverine Areas/Vernal Pools, Narrow Endemic Plant Species, Criteria Area Species, Urban/Wildlands Interface, and Surveys for Special Status Species (BUOW). The project site is within the Western Riverside County MSHCP boundary but is not within or adjacent any MSHCP Criteria Cells or Cell Groups. Therefore, implementation of the MSHCP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface is not required. The future developer should be prepared to pay the MSHCP fees and restrict all future development activities to existing right-of-way and/or other areas outside of Conserved Lands. No conservation or avoidance measures are expected, and thus, consistency with the San Jacinto Area Plan conservation criteria and overall conservation goals and objectives set forth in the MSHCP is anticipated.

#### Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – As discussed above, no special status wildlife species, including any state and/or federally listed threatened or endangered species, were observed or otherwise detected within the project area during the reconnaissance-level assessment survey. Of the 41 sensitive species (12 plant species, 29 animal species) documented within the within the San Jacinto USGS 7.5-Minute Series Quadrangle, 15 are state and/or federally listed as threatened or endangered species. However, project site is entirely within an urban landscape that no longer supports any native habitat and consists of a rural residential developed area with non-native landscaped vegetation and livestock outbuildings. As a result, the habitat requirements for the listed species documented within the within the San Jacinto USGS 7.5-Minute Series Quadrangle are absent from the project area. Although not a state or federally listed as threatened or endangered species, BUOW are considered a state and federal SSC and this species is protected by international treaty under the Migratory Bird Treaty Act of 1918 and by State law under the California FGC (FGC #3513 & #3503.5). Additionally, the project site is located within an MSHCP BUOW Survey Area and this species has been documented in the project vicinity (approximately 3 miles).

The result of the survey was that BUOW have not been documented within the project site. According to the literature review, the nearest documented BUOW occurrence (2007) is approximately 0.7 miles east of the project site. The BUOW habitat assessment survey was structured, in part, to detect BUOW. The survey consisted of walking transects spaced approximately 10 meters (30 feet) apart to provide 100 percent visual coverage of the project site, including the adjacent earthen flood control channel to the north. The result of the survey was that no evidence of BUOW was found in the survey area and much of the project site is not suitable to support this species. BUOW prefer short or sparse vegetation and the undisturbed portion of the project site consists mostly of dense ruderal vegetation, with a shrub cover >90 percent. No BUOW individuals or sign including castings, feathers or whitewash were observed within the project site during the habitat assessment survey. Furthermore, no burrow surrogates or appropriately sized fossorial mammal dens were observed within the project site. Therefore, BUOW are considered absent from the project area at the time of survey and the proposed Project is not likely to adversely affect this species. Although the proposed Project is not likely to adversely affect this species, there is still a low potential for the project site to become occupied by BUOW between the time the survey was conducted and the commencement of Project-related site disturbance. Therefore, the following avoidance measures shall be implemented to ensure the proposed Project does not result in any impacts to BUOW:

**BIO-1    *Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of Project-related ground disturbance to verify that BUOW remain absent from the project area.***

The BUOW is a state and federal SSC and is also protected under the MBTA and by state law under the California FGC (FGC #3513 & #3503.5). In general, impacts to BUOW can be avoided by avoiding occupied burrows and conducting work outside of their nesting season (peak BUOW breeding season is identified as April 15th to August 15th). However, if all work cannot be conducted outside of nesting season and occupied burrows cannot be avoided, the following measure shall be required:

**BIO-2    *If burrowing owl are discovered within the project footprint during construction activities, a site-specific BUOW protection and/or passive relocation plan shall be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) shall cease immediately and regulatory agencies shall be contacted to determine appropriate management actions.***

This measure will ensure that any burrowing owl that may come to inhabit the site between the date of the BRA survey and the start of construction. Given that no other State- and/or federally-listed threatened or endangered species, or other sensitive species are anticipated to occur within the project site based on the results of the BRA, the proposed Project would have a less than significant potential to have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS with implementation of mitigation measures (MMs) **BIO-1** and **BIO-2**.

- b. *Less Than Significant Impact*—The approximately 18.5-acre site is located in the City of San Jacinto. The project site is occupied by an existing single-family residence with a backhouse structure, and a barn at the southwestern corner of the property, with the middle of the westernmost portion of the property containing dilapidated two wooden barn structures, each presently without a roof. The remainder of the site—the middle and easternmost portions of the site—serves as grazing land, which currently supports a heard of goats. The project site does not contain any sensitive habitats, nor does it contain any USFWS designated Critical Habitat<sup>4</sup> for any federally listed species. The nearest Critical Habitat unit is approximately 1 mile to the east of the project site for Spreading navarretia (*Navarretia fossalis*) and Thread-leaved brodiaea (*Brodiaea filifolia*); and 3 miles south of the project site. This Critical Habitat unit is part of the Western Riverside County MSHCP unit (Unit 10) of USFWS designated Critical Habitat for the federally listed as threatened coastal California gnatcatcher (*Poliophtila californica californica*). However, no portion of the project site is within or adjacent this Critical Habitat unit, or any other Critical Habitat. According to the CNDDDB, the nearest sensitive habitat is Southern Cottonwood Willow Riparian Forest located approximately 2.6 miles southeast of the project site. Therefore, the proposed Project will not result in any loss or adverse modification of USFWS designated Critical Habitat, or any other special status habitats. Based on the field survey conducted by Jacobs, and the information contained in Appendix 2, the proposed Project has no potential to impact riparian habitat or other sensitive communities as there are none on the project site. No mitigation is required.
- c. *No Impact* – Jacobs assessed the project site for the presence of any state and/or federal jurisdictional waters. The result of the jurisdictional waters assessment is that there are no wetlands within the project site. Within the project site, there are no wetland or non-wetland WOTUS or waters of the State potentially subject to regulation by the USACE under Section 404 of the CWA, the

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<sup>4</sup> Critical habitat is defined by the USFWS as: *The specific areas within the geographic area, occupied by the species at the time it was listed, that contain the physical or biological features that are essential to the conservation of endangered and threatened species and that may need special management or protection.*  
<https://www.fws.gov/sites/default/files/documents/critical-habitat-fact-sheet.pdf>



RWQCB under Section 401 of the CWA and/or Porter Cologne Water Quality Control Act, or the CDFW under Section 1602 of the California FGC, respectively. Therefore, the proposed Project will not impact any jurisdictional waters and no state or federal jurisdictional waters permitting will be required, and ultimately, the proposed Project would have no potential to have substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. No mitigation is required.

- d. *Less Than Significant With Mitigation Incorporated* – As indicated previously, the site and environs are located adjacent to some vacant land that is surrounded by urban development. Given the results of the BRA, the project site does not appear to support wildlife movement. The project site is bound to the south in part by Oostdam Drive, which is a paved roadway that traverses about half of the project's southern boundary, to the north by single-family residences, to the east by Ivy Crest Drive, and by South Kirby Street to the west, which would minimize wildlife movement in the project area. When future development proceeds, the site could contain nesting birds, which could be adversely impacted. Most native bird species are protected from unlawful take by the MBTA. However, the USFWS issued a guidance memorandum that further clarified that the take of migratory birds or their active nests (i.e., with eggs or young) that is incidental to, and not the purpose of, an otherwise lawful activity does not constitute a violation of the MBTA. The State of California provides additional protection for native bird species and their nests in the FGC. Given that suitable habitat for nesting birds has been identified within the project site, the following mitigation measure is required to minimize impacts from the proposed Project to a less than significant level:

**BIO-3** *The State of California prohibits the “take” of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the State identified nesting season (typically February 1 through September 1). Alternatively, nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).*

Thus, with implementation of the above measure, any effects on wildlife movement or the use of wildlife nursery sites can be reduced to a less than significant impact.

- e. *Less Than Significant Impact* – The project site is completely disturbed and no longer supports any native habitat. Dense vegetation cover within the undisturbed portion of the project site is dominated by non-native, invasive species, consisting primarily of tocalote (*Centaurea melitensis*), short podded mustard (*Hirschfeldia incana*), and brome grasses (*Bromus spp.*). Future development of the proposed Project would have a less than significant potential to conflict with any local policies or ordinances protecting biological resources as no local policies or ordinances would apply to the development of this site. Though the project site contains approximately twenty trees on the westernmost quarter of the site as shown on Photos 1 and 2, located in the Project Description, the City of San Jacinto does not have a tree preservation ordinance that would apply to the removal of

these trees in support of the ultimate development of the proposed Project. Impacts to biological resources have been addressed above under issues IV(a-d). Therefore, the potential for the proposed Project to conflict with local policies or ordinances pertaining to biological resources would be considered less than significant.

- f. *Less Than Significant With Mitigation Incorporated* – The proposed Project is consistent with the MSHCP policies found in Sections 3 and 6 of the MSHCP, which include Riparian/Riverine Areas/Vernal Pools, Narrow Endemic Plant Species, Criteria Area Species, Urban/Wildlands Interface, and Surveys for Special Status Species (BUOW). The project site is within the Western Riverside County MSHCP boundary but is not within or adjacent to any MSHCP Criteria Cells or Cell Groups. Therefore, implementation of the MSHCP Section 6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface is not required. The future developer must be prepared to pay the MSHCP fees and restrict all future development activities to existing right-of-way and/or other areas outside of Conserved Lands. No conservation or avoidance measures are expected, and the future development of the project site would be consistent with the San Jacinto Area Plan conservation criteria and overall conservation goals and objectives set forth in the MSHCP. Therefore, with implementation of MMs **BIO-1** and **BIO-2**, the proposed Project will not have any adverse impact or conflict with the MSHCP. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A cultural resources report has been prepared to evaluate the potential for cultural resources to occur within the project area of potential effect titled “Phase I Historical/Archaeological Resources Survey, Tentative Tract Map Number 38339, Assessor’s Parcel Number 436-490-011, 393 South Kirby Street” prepared by CRM TECH dated August 9, 2022 (Appendix 3). The following summary information has been abstracted from this report. It provides an overview and findings regarding the cultural resources found within the project area.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Impacts to Cultural Resources from construction and operation of the proposed Project, as described herein, are presented below.

#### Summary of Findings

Between May and July 2022, CRM TECH performed a cultural resources study on approximately 19 acres of partially developed land in the City of San Jacinto, Riverside County, California. The purpose of the Phase I Historical/Archaeological Resources Survey Report is to provide the City with the necessary information and analysis to determine whether the proposed Project would cause substantial adverse changes to any “historical resources,” as defined by CEQA, that may exist in or around the project area. In order to identify such resources, CRM TECH initiated a historical/archaeological resources records search and a Native American Sacred Lands File search, pursued historical background research, and carried out an intensive-level field survey.

As a result of these research procedures, a ranch complex constructed between circa 1938 and 1978, including a residence at 393 South Kirby Street, was recorded within the project area and designated temporarily as Site 3885-1H, pending the assignment of an official identification number once the California Historical Resources Information System resumes normal operation. Despite its historical age, the ranch complex does not appear to meet any of the criteria for listing in the California Register of Historical Resources, and therefore would not meet the definition of a “historic resource” as defined by the California Register of Historical Resources. As a result, the ranch complex does not constitute a “historical resource” under CEQA provisions.

No other potential “historical resources” were encountered within the project area throughout the course of this study. However, the State of California Native American Heritage Committee has reported the presence of unspecified Native American cultural resource(s) in the project vicinity and referred further inquiry to nearby tribal organizations. According to current CEQA guidelines, the identification of potential “tribal cultural resources” is beyond the scope of this study and needs to be addressed through government-to-government consultations between the City of San Jacinto and the pertinent Native American groups

pursuant to Assembly Bill (AB) 52. This is discussed further under Subsection XVIII, Tribal Cultural Resources.

Based on these findings, CRM TECH recommends to the City of San Jacinto a conclusion of *No Impact* on cultural resources, with the input and mitigation provided by the Soboba Band of Luiseño Indians as a result of the AB 52 consultation process for this Project. No other cultural resources investigation is recommended for this Project unless development plans undergo such changes as to include areas not covered by the Phase I Historical/Archaeological Resources Survey. However, if buried cultural materials are encountered during any earth-moving operations associated with future development, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds. Human remains unearthed during the construction of the proposed Project will need to be treated in accordance with Health and Safety Code §7050.5 and Public Resources Code §5097.98.

#### Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC §21084.1). "Substantial adverse change," according to PRC §5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

The former ranch complex at 393 South Kirby Street (Site 3885-1H) is the only potential "historical resource" identified in the project area that requires proper evaluation. As a relative common property in the San Jacinto area from the late historic period, however, the ranch complex does not appear to meet any of the criteria for listing in the California Register of Historical Resources. More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency. A resource may be listed in the California Register if it meets any of the following criteria:

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

Due to the lack of specific documentation, the identities of the property owners during the historic period remain largely unknown, and no historical events of recognized significance have been identified in association with the ranch and its various components. In any event, as the earlier building have all been significantly altered, with additional structures built in the 1960s-1970s, the property as a whole does not retain sufficient historic integrity to its original period of construction.

Neither the buildings and structures nor the ranch as a whole represent important examples of any particular style, construction methods, or property type. In its current condition as a collection of compromised historic-period buildings of common design and construction practice, the property does not exhibit a high level of artistic or aesthetic merit, nor does it hold the potential for any important historical/archaeological data for the study of rural development in San Jacinto during the early and mid-20th century. Based on these considerations, the present study concludes that Site 3885-1H does not appear to qualify as a "historical resource" under CEQA provisions. Thus, no "historical resources," as defined by CEQA and associated regulations, have been identified within the project area.

Per the above discussion and definition, no historical resources, archaeological sites or isolates were recorded within the project site boundaries; thus, none of them requires further consideration as part of the proposed Project. In light of this information and pursuant to PRC §21084.1, the following conclusions have been reached for the proposed Project:

- The proposed Project as currently proposed will not cause a substantial adverse change to any known “historical resources.”
- A tentative conclusion of *No Impact* on cultural resources appears to be appropriate for this proposed Project, with the input and mitigation provided by the Soboba Band of Luiseño Indians as a result of the AB 52 consultation process, which has ensured proper identification of potential “tribal cultural resources.”
- No other cultural resources investigation will be necessary for the proposed Project unless development plans undergo such changes as to include areas not covered by the study prepared by CRM TECH.
- If buried cultural materials are discovered inadvertently during any future earth-moving operations associated with the proposed Project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

However, if any earth moving activities are required, the following mitigation measure ensures that impacts to any buried cultural materials that may be discovered during earth moving activities are appropriately reviewed and assessed:

***CUL-1 In the event that cultural resources are discovered during future project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.***

With the incorporation of MM **CUL-1**, as well as the mitigation identified under Tribal Cultural Resources in Section XVIII, the potential for impacts to cultural resources will be reduced to a less than significant level.

- c. *Less Than Significant With Mitigation Incorporated* – As noted in the discussion above, no available information suggests that human remains may occur within the project site and the potential for such an occurrence is considered low. Human remains discovered during future construction or operation activities would need to be treated in accordance with the provisions of HSC §7050.5 and PRC §5097.98, which is mandatory. State law (Section 7050.5 of the Health and Safety Code) as well as local laws requires that the Police Department, County Sheriff and Coroner's Office receive notification if human remains are encountered. Compliance with these laws is considered adequate mitigation; however, the Soboba Band of Luiseño Indians requested that the following mitigation measure be incorporated due to the location of the project site within the Tribe's ancestral territory:

***CUL-2 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 environmentally sensitive area (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.***

With the implementation of the above mitigation measure, the proposed Project would have a less than significant potential to disturb any human remains, including those interred outside of formal cemeteries.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>VI. ENERGY:</b> Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** The following analysis is based on calculations prepared utilizing CalEEMod. CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions, which was then used to analyze the energy requirements for the future development of the proposed subdivision. These emissions calculations are provided as Appendix 1 to this Initial Study.

#### Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The proposed Project consists of the subdivision of an 18.5-acre parcel into 76 single-family residential lots, with an additional lettered lot that would enable the construction of a water quality bioretention basin. The proposed Project and its future build out has been analyzed in the following sections.

Energy consumption encompasses many different activities. For example, construction can include the following activities: delivery of equipment and material to a site from some location (note it also requires energy to manufacture the equipment and material, such as harvesting, cutting and delivering wood from its source); employee trips to work, possibly offsite for lunch (or a visit by a catering truck), travel home, and occasionally leaving a site for an appointment or checking another job; use of equipment onsite (electric or fuel); and sometimes demolition and disposal of construction waste. During future construction activities, equipment that is California Air Resources Board (CARB) approved will be utilized, minimizing emissions generated and electricity required to the extent feasible (as outlined under Section III, Air Quality, above). As stated in Section III, Air Quality, the future construction of the proposed Project would require mitigation measures to minimize emissions impacts from construction equipment use (refer to MM **AQ-2**). This mitigation measure applies to energy resources as they require equipment not in use for 5 minutes to be turned off, and for electrical construction equipment to be used where available. Furthermore, compliance with California Air Resources Board (CARB) Rule 2485 (13 CCR, Chapter 10 Section 2485), Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling is required. The proposed Project would comply with existing regulations requiring recycling of construction debris from demolition of the onsite structures. Furthermore, the contract with demolition and construction contractor must include a requirement that all materials that can be recycled should be salvaged, thus further reducing a wasteful consumption of energy resources (refer to MM **AQ-6**). These measures would prevent a significant impact during construction due to wasteful, inefficient, or unnecessary consumption of energy resources, and would also conform to the CARB regulations regarding energy efficiency. These requirements are consistent with State and regional rules and regulations.

Additionally, the future use of construction equipment would be regulated per the In-Use Off-Road Diesel Vehicle Regulation administered by CARB. The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. Compliance with this regulation would also ensure that off-

road diesel-powered vehicles would consume less fuel and more efficiently combust fuel. In addition to off-road regulations, the California Environmental Protection Agency (EPA) establishes stringent on-road emissions standards for heavy-duty engines, though enforcing emissions standards that promote fuel efficiency. These standards are continually evolving to result in more effective technology and more stringent standards, which reduce reliance on fossil fuels and thus reduce emissions. The future development of the proposed Project would be required to comply with Title 24, Part 6, of the California Code of Regulations (the CalGreen Code), which would help to ensure that energy efficient equipment is utilized. As the proposed Project would be required to comply with these standards and regulations, under the construction scenario outlined in the Project Description, the future construction activities associated with the proposed Project would not result in a significant increase in demand on regional energy supplies or require additional capacity from local or regional energy suppliers.

The proposed Project will be supplied with electricity by Southern California Edison (SCE) through the power distribution system located adjacent to the site. SCE will be able to supply sufficient electricity. Natural gas would be supplied by Southern California Gas (SoCalGas). Both SCE and SoCalGas would review the proposed connections to their systems. The project site will connect to the existing natural gas line adjacent to the project site. Energy use associated with operation of the future development would be typical of a single-family residential development, including that solar must be installed as part of the proposed Project as required by the 2019 California Energy Code, thus further reducing the demand for electricity that would be obtained from SCE's electricity mix as a result of energy demanded by future Project occupancy. Additionally, the Energy Star-rated appliances, and other energy efficient systems, including the HVAC systems would be utilized. The 2019 CalGreen Code also requires water efficient landscaping and irrigation, to which proposed Project will adhere.

Other energy demanding activities associated with Project occupancy would include landscape maintenance, consumption of fuel from non-electric vehicle trips, consumption of electricity from electric-vehicle trips, etc. The developer would not have control over what types of vehicles visit the residence over the life of the Project, but the trend for greater fuel efficiency in on-road vehicles that has occurred as a result of State and Federal Mandates suggest that long-term transportation fuel consumption from Project occupancy would steadily decline over time, thus ensuring that vehicle fuel consumption is not wasteful or inefficient.

The proposed Project must be constructed in conformance with a variety of existing energy efficiency regulatory requirements or guidelines including:

- Compliance with Title Chapter 6 of the California Code of Regulations with respect to energy efficiency standards for new building construction.
- Both federally and non-federally regulated appliances shall abide by the efficiency standards of Title 20, Section 1601 et seq. of the California Code of Regulations.
- Compliance with the 2019 California Green Building Standards Code, AKA the CALGreen Code (Title 24, Part 11). The purpose of the CALGreen Code is to improve public health, safety, and general welfare by enhancing the design and construction of building through the use of building concepts encouraging sustainable construction practices.
- The provisions of the CALGreen code apply to the planning, design, operation, construction, use, and occupancy of every newly construction building.
- Compliance with the Building Energy Efficiency Standards (CBSC) would ensure that the building energy use associated with the proposed Project would not be wasteful or unnecessary.
- Compliance with Indoor Water use consumption reduced through the maximum fixture water use rates.
- Compliance with diversion of construction and demolition materials from landfills.
- Compliance with AQMD Mandatory use of low-pollutant emitting finish materials.
- Compliance with AQMD Rules 431.1 and 431.2 to reduce the release of undesirable emissions.
- Compliance with diesel exhaust emissions from diesel vehicles and off-road diesel vehicle/equipment operations.



Compliance with these regulatory requirements for operational energy use and construction energy use would not be wasteful or unnecessary use of energy. Further, SCE is presently in compliance with State renewable energy supply requirements and SCE, in addition to energy generated by solar on site, will supply electricity to the Project. Under the future operational scenario for the proposed Project, no wasteful, inefficient, or unnecessary energy consumption that could result in a significant adverse impact to energy issues based on compliance with the referenced laws, regulations and guidelines would be anticipated to occur. No mitigation beyond those identified above are required.

- b. *Less Than Significant Impact* – The Project's consistency with the applicable state and local plans is discussed below.

*Consistency with Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)*

Transportation and access to the project site is provided by the local and regional roadway systems. The proposed Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments is not planning for intermodal facilities on or through the project site.

*Consistency with the Transportation Equity Act for the 21st Century (TEA-21)*

The project site is located near major transportation corridors with proximate access to the Interstate freeway system. The project site facilitates access and acts to reduce vehicle miles traveled, takes advantage of existing infrastructure systems, and promotes land use compatibilities through collocation of similar uses. The proposed Project supports the strong planning processes emphasized under TEA-21. The proposed Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21.

*Consistency with Integrated Energy Policy Report (IEPR)*

Electricity would be provided to the project site by SCE. SCE's Clean Power and Electrification Pathway white paper builds on existing state programs and policies. As such, the proposed Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2020 IEPR.

*Consistency with State of California Energy Plan*

The project site is located proximate to transportation corridors with access to the Interstate freeway system. The project site is infill and facilitates access and takes advantage of existing infrastructure systems. The proposed 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, nor obstruct implementation of the State of California Energy Plan.

*Consistency with California Code Title 24, Part 6, Energy Efficiency Standards*

The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards.

*Consistency with AB 1493 (Pavley Regulations and Fuel Efficiency Standards)*

AB 1493 is not applicable to the proposed Project as it is a statewide measure establishing vehicle emissions standards. No feature of the proposed Project would interfere with implementation of the requirements under AB 1493.

*Consistency with California's Renewable Portfolio Standard (RPS)*

California's Renewable Portfolio Standard is not applicable to the proposed Project as it is a statewide measure that establishes a renewable energy mix. No feature of the proposed Project would interfere with implementation of the requirements under RPS.

*Consistency with the Clean Energy and Pollution Reduction Act of 2015 (SB 350)*

The proposed Project would use energy from SCE, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. No feature of the proposed Project would interfere with implementation of SB 350. Additionally, the proposed Project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption.

Conclusion

As shown above, the proposed Project would not conflict with any of the state or local plans. As such, the proposed Project would have a less than significant potential to conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>VII. GEOLOGY AND SOILS:</b> Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: A Geotechnical Investigation provided as Appendix 4a to this Initial Study has been prepared for the proposed Project titled: “*Geotechnical Investigation Proposed Residential Development at 393 South Kirby Street, APN 436-490-011, San Jacinto, California.*” The report was prepared by Sladden Engineering and is dated February 22, 2023.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Potential Geology and Soils impacts from construction and operation of the proposed Project, as described herein, are presented below.

## Impact Analysis

### a. i. Ground Rupture

*Less Than Significant Impact* – The project site is located in the City of San Jacinto, which is an area with several active faults, including Alquist-Priolo Special Study Zones classified as such under the Alquist-Priolo Earthquake Fault Zoning Act. Figure VII-1 shows where these faults are located as indicated by the California Department of Conservation Data Viewer Map depicting Alquist Priolo Fault Hazard Zones. According to Figure VII-1, the San Jacinto Fault Zone traverses in a diagonal path from northwest to southeast. The Alquist-Priolo Special Study Zone is located in close proximity to the project site, just northeast of the Project's northeastern boundary. According to the Geotechnical Investigation provided as Appendix 4a, the closest known active fault is the San Jacinto – San Jacinto Valley fault about 2 kilometers from the project site, with a maximum known event of 6.9. Given that there is a distance of 2 km separating the proposed Project from the Alquist-Priolo Special Study Zone to the northeast, the risk for ground rupture at the site location is low; therefore, it is not likely that future residents of the project site will be subject to rupture from a known earthquake fault. Therefore, any impacts under this issue are considered less than significant; no mitigation is required.

### ii. Strong Seismic Ground Shaking

*Less Than Significant With Mitigation Incorporated* – Several faults run through the valley within which the City of San Jacinto is located, and as with much of southern California, and the proposed structures ultimately developed by the proposed subdivision will be subject to strong seismic ground shaking impacts should any major earthquakes occur in the future. The California Department of Conservation Data Viewer Map depicting Alquist Priolo Fault Hazard Zones, provided as Figure VII-1, indicates that the project site is situated near major fault systems, including the San Jacinto Fault Zone. Furthermore, the California Department of Conservation Data Viewer Map depicting Earthquake Shaking Potential (Figure VII-2) indicates that the project site is situated within an area with at least moderate shaking potential. Furthermore, the Geotechnical Investigation indicates that the project site has been subject to groundshaking by faults that traverse the region in the past. Strong seismic shaking from nearby faults was determined to be anticipated during the design life of the proposed Project and thus, the site shall be designed in accordance with the site modified peak ground acceleration (PGAm) at 0.942g. As such, the following mitigation measure that will enforce the overall geotechnical design parameters introduced in the Geotechnical Investigation shall be implemented:

***GEO-1 Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design parameters identified in Appendix 4a (beginning on Page 6) shall be implemented by the developer. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including remediation to address liquefaction.***

Additionally, like all other development in the City and throughout the Southern California Region, the proposed Project will be required to comply with all applicable seismic design standards contained in 2019 California Building Code (CBC), including Section 1613 Earthquake Loads. Compliance with the CBC will further ensure that structural integrity will be maintained in the event of an earthquake. Therefore, impacts associated with strong ground shaking will be less than significant with the implementation of MM **GEO-1**, above.

### iii. Seismic-Related Ground Failure Including Liquefaction

*Less Than Significant Impact* – According to the San Jacinto General Plan Liquefaction Map (Figure VII-3), the project site is located in an area that may experience moderate liquefaction potential. The Geotechnical Investigation provided as Appendix 4a indicates that the project site is located within a

moderate liquefaction potential zone, but based on the groundwater depth, the risks associated with liquefaction are considered low. Therefore, impacts under this issue would be less than significant, and compliance with the 2019 CBC will ensure human safety will be protected from any liquefaction hazards that may exist at the project site.

iv. Landslides

*Less Than Significant Impact* – According to the San Jacinto General Plan Landslide Map (Figure VII-4), the project site is not located in an area with an earthquake induced landslide potential. Seismically induced landslides and other slope failures are common occurrences during or soon after earthquakes. According to the Geotechnical Investigation, the slope failure, landsliding and rock failure potential at the Project's location on relatively flat ground and not immediately adjacent to any slopes or hillsides indicates that the risks associated with slope instability are negligible. Given that the project site is both located outside of a delineated landslide zone, and the future development on a flat site removed from any hillsides that might pose landslide-related hazards, the proposed Project will have a less than significant potential to expose people or structures to potential substantial adverse landslide effects, including the risk of loss, injury, or death involving landslides.

- b. *Less Than Significant With Mitigation Incorporated* – The potential for soil erosion, loss of topsoil, and/or placing structures on unstable soils is anticipated to be marginally possible at the site during future ground disturbing activities. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. City grading standards, best management practices and the Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) are required to control the potential significant erosion hazards. The topography of the site is generally flat.

During future construction activities, when soils are exposed, temporary soil erosion could occur, which could be exacerbated by rainfall. Grading would be managed through the preparation and implementation of a SWPPP, and will be required to implement best management practices to achieve concurrent water quality controls after construction is completed and the proposed Project has been subdivided and future development of the site ultimately occurs. Additionally, the proposed Project will be required to comply with SCAQMD Rule 403, which requires watering of project sites during dry periods and reduction in construction vehicle speeds to minimize fugitive dust, and on-site washing of construction vehicle tires to prevent transfer of soil to surface streets. Regardless, the following mitigation measures or equivalent best management practices (BMPs) shall be implemented to address potential for soil erosion:

**GEO-2** *Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the project site for future cleanup.*

**GEO-3** *All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the project site during future construction activities.*

With implementation of the above mitigation measures, implementation of the SWPPP, WQMP, and associated BMPs, any impacts under this issue are considered less than significant.

- c. *Less Than Significant With Mitigation Incorporated* – Refer to the discussion under VII(a), above. Potential slope instability related to the proposed Project was determined to be less than significant. Liquefaction potential at the site appears to be low, and building and site preparation consistent with recommendations included in the geotechnical report and conforming to seismic requirements of the

California Building Codes reduces the risk from liquefaction to new development to a less than significant level. According to the Geotechnical Investigation, subsidence is not anticipated to be an issue at the site, as the depth to groundwater is greater than 50 feet. Static settlement is expected to be less than 1 inch when using the recommended allowable bearing pressures provided in the Conclusions and Recommendations in the Geotechnical Investigation provided as Appendix 4a. Thus, implementation of MMs **GEO-1** and **GEO-4** will ensure that settlement and other geologic hazards are minimized to a level of less than significant. Furthermore, the Geotechnical Investigation identified several recommendations for future site construction that will ensure that the proposed Project is constructed to address the geotechnical constraints of the project site. Thus, with the following mitigation measure, the proposed Project will not have a significant potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse:

**GEO-4** *Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design measures identified in Appendix 4a (listed on pages 7-12) shall be implemented by the developer. Implementation of these specific measures will address all of the geotechnical constraints identified at project site.*

- d. *Less Than Significant With Mitigation Incorporated* – According to the United States Department of Agriculture Web Soil Survey, the project's area of potential effect (APE) is underlain mostly by San Emigdio fine sandy loam soils (Appendix 4b). According to the USDA Soil Series website, the San Emigdio series is well drained with negligible to low runoff and moderately rapid permeability.<sup>5</sup> The Geotechnical Investigation indicates that the materials underlying the site are considered to have a low expansion potential. However, the expansion potential of the surface soils will be reevaluated after grading. Results of expansion testing at finish grades will be utilized to confirm final foundation design through the implementation of MMs **GEO-1** and **GEO-4**, which are intended to ensure that the recommendations provided in the Geotechnical Investigation are implemented. Therefore, the future development of this site will have a less than significant potential to create a substantial risk to life or property by being placed on expansive soils because none exist on the site. Any impacts are considered less than significant with the implementation of mitigation identified above.
- e. *No Impact* – The proposed Project does not propose any septic tanks or alternative wastewater disposal systems. Therefore, determining if the project site soils are capable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater does not apply. No impacts are anticipated. No mitigation is required.
- f. *Less Than Significant With Mitigation Incorporated* – The potential for discovering paleontological resources during future development of the proposed Project is considered unlikely, primarily because the site has been previously disturbed, and based on the data gathered within the Phase I Historical/Archaeological Resources Survey provided as Appendix 3. No unique geologic features are known or suspected to occur on or beneath the site. However, because these resources are located beneath the surface and can only be discovered as a result of future ground disturbing activities, the following measure shall be implemented:

**GEO-5** *Should any paleontological resources be encountered during construction, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and determine appropriate mitigation measures within the guidelines of the California Environmental Quality Act*

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<sup>5</sup> [https://soilseries.sc.egov.usda.gov/OSD\\_Docs/S/SAN\\_EMIGDIO.htm](https://soilseries.sc.egov.usda.gov/OSD_Docs/S/SAN_EMIGDIO.htm) |

***that shall be implemented to minimize any impacts to a paleontological resource.***

With incorporation of this contingency mitigation, the potential for adverse impact to paleontological resources will be reduced to a less than significant level. No additional mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>VIII. GREENHOUSE GAS EMISSIONS:</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** The following data is based on calculations prepared utilizing CalEEMod. CalEEMod was developed by the SCAQMD to provide a model by which to calculate both construction emissions and operational emissions from a variety of land use projects. It calculates both the daily maximum and annual average emissions for criteria pollutants as well as total or annual greenhouse gas (GHG) emissions. These emissions calculations are provided as Appendix 1 to this Initial Study. Additionally, a GHG Impact Analysis has been prepared for the Project utilizing the CalEEMod emissions calculations provided as Appendix 1. This report was prepared by Giroux & Associates, is titled “*GHG Impact Analysis TTM No. 38339 Kirby Street Project, San Jacinto, California,*” and is provided as Appendix 5 to this Initial Study.

#### Project Description

The Project proposes the subdivision of an 18.5-acre property to enable the development of 76 single-family residences within the City of San Jacinto. GHG emissions associated with construction and operation of the future development of the proposed subdivision are presented below.

#### Regulatory Framework

California has passed several bills and the Governor has signed at least three executive orders regarding greenhouse gases. Greenhouse gas (GHG) statutes and executive orders (EO) include AB 32, SB 1368, EO S-03-05, EO S-20-06 and EO S-01-07.

AB 32 is one of the most significant pieces of environmental legislation that California has adopted. Among other things, it is designed to maintain California’s reputation as a “national and international leader on energy conservation and environmental stewardship.” It will have wide-ranging effects on California businesses and lifestyles as well as far reaching effects on other states and countries. A unique aspect of AB 32, beyond its broad and wide-ranging mandatory provisions and dramatic GHG reductions are the short time frames within which it must be implemented. Major components of the AB 32 include:

- Require the monitoring and reporting of GHG emissions beginning with sources or categories of sources that contribute the most to statewide emissions.
- Requires immediate “early action” control programs on the most readily controlled GHG sources.
- Mandates that by 2020, California’s GHG emissions be reduced to 1990 levels.
- Forces an overall reduction of GHG gases in California by 25-40%, from business as usual, to be achieved by 2020.

- Must complement efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminants.

Statewide, the framework for developing the implementing regulations for AB 32 is under way. Maximum GHG reductions are expected to derive from increased vehicle fuel efficiency, from greater use of renewable energy and from increased structural energy efficiency. Additionally, through the California Climate Action Registry (CCAR now called the Climate Action Reserve), general and industry-specific protocols for assessing and reporting GHG emissions have been developed. GHG sources are categorized into direct sources (i.e., company owned) and indirect sources (i.e., not company owned). Direct sources include combustion emissions from on-and off-road mobile sources, and fugitive emissions. Indirect sources include off-site electricity generation and non-company owned mobile sources.

#### GHG Emissions Thresholds

In response to the requirements of SB 97, the State Resources Agency developed guidelines for the treatment of GHG emissions under CEQA. These new guidelines became state laws as part of Title 14 of the California Code of Regulations in March 2010. The CEQA Appendix G guidelines were modified to include GHG as a required analysis element. A project would have a potentially significant impact if it:

- Generates GHG emissions, directly or indirectly, that may have a significant impact on the environment, or,
- Conflicts with an applicable plan, policy or regulation adopted to reduce GHG emissions.

On December 5, 2008 the SCAQMD Governing Board adopted an Interim quantitative GHG Significance Threshold for industrial projects where the SCAQMD is the lead agency (e.g., stationary source permit projects, rules, plans, etc.) of 10,000 Metric Tons (MT) CO<sub>2</sub> equivalent/year. In September 2010, the SCAQMD CEQA Significance Thresholds GHG Working Group released revisions which recommended a threshold of 3,000 MT CO<sub>2</sub>e for all land use projects. This 3,000 MT/year recommendation has been used as a guideline for this analysis. In the absence of an adopted numerical threshold of significance, future Project-related GHG emissions in excess of the guideline level are presumed to trigger a requirement for enhanced GHG reduction at the Project level.

#### Impact Analysis

a&b. *Less Than Significant Impact* – Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. Many scientists believe that the climate shift taking place since the industrial revolution (1900) is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of greenhouse gases in the earth's atmosphere, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Many scientists believe that this increased rate of climate change is the result of greenhouse gases resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project evaluated in the GHG analysis cannot generate enough greenhouse gas emissions to effect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of greenhouse gases combined with the cumulative increase of all other sources of greenhouse gases, which when taken together constitute potential influences on GCC.

#### *Construction Activity GHG Emissions*

The Project is assumed to require less than two years for construction, but would occur over three calendar years. Construction was modeled in CalEEMod2022.1 using the construction equipment and schedule for a site and development of this size and scope as shown in Table III-5. Program defaults were modified to account for the correct lot size area that would be developed under the proposed subdivision. For construction, it was assumed that greater paved area would be installed by the proposed Project as a result of the internal roadways and driveways that would be installed as



part of the proposed Project. Less than one year of construction is anticipated to develop the proposed Project. The CalEEMod2022 computer model predicts that the future construction activities will generate the annual CO<sub>2</sub>e emissions identified below.

**Table VIII-1  
CONSTRUCTION EMISSIONS (METRIC TONS CO<sub>2</sub>e)**

	CO <sub>2</sub> e
Year 2023	340
Year 2024	267
Year 2025	0.69
Total	<b>607.69</b>
<b>Amortized</b>	<b>20.26</b>

CalEEMod Output provided in appendix to the AQ/GHG Analysis

SCAQMD GHG emissions policy from construction activities is to amortize emissions over a 30-year lifetime. The amortized level is also provided. GHG impacts from construction are considered individually less than significant. No mitigation is required.

#### *Operational Activity Emissions*

Operational emissions were calculated using CalEEMod2022.1 for an assumed occupancy year of 2024, with the full occupancy occurring in 2025. As shown in Table VIII-2, operational emissions will not exceed applicable SCAQMD operational emissions CEQA thresholds of significance. For operational assumptions, it is assumed that no wood fireplaces are contemplated by the proposed Project, and the default settings for water use were modified as a result of the available data through Eastern Municipal Water District's (Eastern's) 2020 Urban Water Management Plan (UWMP). Mobile source operational emissions were calculated based on an average daily trip generation of 718, with 15.9 miles per resident assumed as the number of vehicle miles traveled. This is based on the VMT Analysis provided as Appendix 7b, prepared by Urban Crossroads. Note that solar panels are now required for residential development, so a conservative 10% (at least) of the energy consumption generated by the proposed Project was assumed to be offset by solar.

The total operational and annualized construction emissions for the proposed Project are identified in Table VIII-2.

**Table VIII-2  
OPERATIONAL EMISSIONS (METRIC TONS CO<sub>2</sub>e)**

	CO <sub>2</sub> e Unmitigated	CO <sub>2</sub> e Mitigated
Mobile	12.2	12.2
Area	19.5	19.5
Energy	257	253
Water	0.11	0.11
Waste	6.73	6.73
Refrigeration	0.27	0.27
Vegetation	8.51	8.51
Amortized Construction	20.26	20.26
<b>Total</b>	<b>324.26</b>	<b>320.86</b>
<b>Exceeds Thresholds?</b>	<b>NO</b>	<b>NO</b>
Guideline Threshold	3,000	3,000

Based on the emissions calculations provided above, operational GHG emissions are less than significant. No mitigation is required.

#### Consistency with GHG Plans, Programs, and Policies

Pursuant to 15604.4 of the *CEQA Guidelines*, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. As such, the Project's consistency with SB 32 (2017 Scoping Plan), is discussed below. Consistency with AB 32 and the 2008 Scoping Plan is not necessary, since the target year for AB 32 and the 2008 Scoping Plan was 2020, and the proposed Project's buildout year for modeling is 2024. As such the 2017 Scoping Plan is the most relevant statewide plan. Project consistency with SB 32 is evaluated in the following discussion.

#### *Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan*

The City of San Jacinto is participating the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15% below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.

The future development of the proposed subdivision's total operational and amortized construction emissions are 315.6 MT CO<sub>2</sub>e per year and do not exceed the SCAQMD draft threshold. The proposed Project would also be anticipated to be consistent with the WRCOG Subregional CAP with the following design features, which include standard rules and requirements and recognized building design elements which will help reduce GHG emissions.

#### Operational Design Features:

- No wood burning fireplaces will be installed in any residential dwelling.
- The future residences would be outfitted with low flow toilets and energy efficient appliances. Solar would be installed concurrent with development of each residence as required by the California Energy Code.
- The proposed Project will include a landscaping consistent with the requirements of the City's Development Code Chapter 17.325, Water Efficient Landscape and Irrigation. Additionally, the proposed subdivision would comply with the City's Landscape Design Guidelines.
- The proposed Project will comply with the mandatory requirements of California Building Standards Code Title 24 Part 6 (Energy Code) and Title 24 Part 11 (CAL Green).
- The proposed Project will comply with the mandatory requirements of City of San Jacinto/CalRecycle's residential recycling program.

The future homeowner's association will encourage residents and landscape maintenance crews to use electric landscaping equipment, such as lawn mowers and leaf blowers. Therefore, the proposed Project will not conflict with an applicable plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases and the impact is considered less than significant.

#### *SB 32/2017 Scoping Plan Consistency*

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table VIII-3 summarizes the Project's consistency with the 2017 Scoping Plan. As summarized, the proposed Project will not conflict with any of the provisions of the Scoping Plan and in fact supports seven of the action categories.

**Table VIII-3  
2017 SCOPING PLAN CONSISTENCY SUMMARY**

Action	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, CARB	Consistent. This measure is not directly applicable to development projects, but the proposed Project would use energy from Southern California Edison, which has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. Additionally, as the future structures are less than 4-stories, they would be required to install solar PV systems to increase renewable energy availability for the Project.
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. Although this measure is directed towards policymakers, the proposed Project would be designed consistent with Title 24 2019, which increases in overall energy efficiency from Title 24 2016.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load-serving entities and publicly- owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		Not applicable. This measure is not within the purview of this Project.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	No conflict. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
At least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.		No conflict. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		No conflict. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		No conflict. These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% 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-NO <sub>x</sub> standard.		Not applicable. This measure is not within the purview of this Project.

Action	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NO <sub>x</sub> 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% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		Not applicable. This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		No conflict. This Project is not responsible for implementation of SB 375 and would therefore not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	Not applicable. The Project is not within the purview of SB 375 and would therefore not conflict with this measure.
By 2019, adjust performance measures used to select and design transportation facilities		
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g., via guideline documents, funding programs, project selection, etc.).	CalSTA, SGC, OPR, CARB, Governor's Office of Business and Economic Development (GO Biz), California Infrastructure and Economic Development Bank, Department of Finance, California Transportation Commission (CTC), Caltrans	Not applicable. Although this is directed towards CARB and Caltrans, the proposed Project would be designed to promote and support pedestrian activity on-site and in the project site area.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	Not applicable. Although this measure is directed towards policymakers, the proposed Project would comply with AB 939, which sets a statewide policy that not less than 65% of solid waste generated be source reduced, recycled, or composted.  Additionally, the proposed Project would be required to participate in the City of San Jacinto recycling program and recycling collection. During future construction activities, the proposed Project shall recycle and reuse construction and demolition waste per City of Whittier solid waste procedures.

Action	Responsible Parties	Consistency
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	Not applicable. This measure is not within the purview of this Project.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.		Not applicable. This measure is not within the purview of this Project.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	No conflict. This measure would apply to all fuel purchased and used by the proposed Project in the state.
Implement the Short-Lived Climate Pollutant Strategy by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Not applicable. This measure is not within the purview of this Project.
50% reduction in black carbon emissions below 2013 levels.		Not applicable. This measure is not within the purview of this Project.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	Not applicable. This measure is not within the purview of this Project.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	Not applicable. This measure is not within the purview of this Project.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	Not applicable. This measure is not within the purview of this Project.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		Not applicable. This measure is not within the purview of this Project.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		Not applicable. This measure is not within the purview of this Project.
Establish scenario projections to serve as the foundation for the Implementation Plan		Not applicable. This measure is not within the purview of this Project.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	Not applicable. This measure is not within the purview of this Project.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection, CalEPA and Departments Within	Not applicable. This measure is not within the purview of this Project.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	Not applicable. This measure is not within the purview of this Project.

As shown above, the proposed Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030.

Conclusion

As shown, the proposed Project does not directly conflict with any applicable plans or policies adopted for the purpose of reducing GHG emissions. Additionally, the proposed Project would not exceed the SCAQMD threshold of 3,000 MT CO<sub>2</sub>e. Therefore, future Project-related emissions would be less than significant relative to GHG reduction plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>IX. HAZARDS AND HAZARDOUS MATERIALS:</b> Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

SUBSTANTIATION

Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Impacts related to Hazards and Hazardous Materials resulting from construction and operation of the proposed Project, as described herein, are presented below.

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – The proposed Project may create a significant hazard to the public or the environment if it would result in unregulated routine transport, use, or disposal of hazardous materials; or if it would 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. During construction of the proposed Project, there are activities that can expose the public to significant hazards from accidental circumstances. The first pathway occurs when petroleum products are accidentally released from construction equipment or storage facilities. For example, vandalism can cause a release from stored fuels, or a hydraulic hose may break on a large piece of construction equipment. This type of impact is readily mitigated by immediately stopping the construction activity; controlling the accidental release; and carrying out remediation of the area contaminated by the spill. The following mitigation measure addresses this circumstance, and with implementation of this measure, no residual contamination would remain:

**HAZ-1** *Prior to and during grading and construction, should an accidental release of a hazardous material occur, the following actions will be implemented: construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be notified; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal at the time of the event. All of the above sampling or remediation activities related to the contamination will be conducted under the oversight of Riverside County Certified Unified Program Agency (CUPA) Site Mitigation Unit (SMU). All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure (a determination of the regulatory agency that a site has been remediated to a threshold that poses no hazard to humans) of the contaminated area.*

Roadways adjacent to the project site are public roads that can be used by any common carrier to or from the local area. For such transporters, the existing regulatory mandates ensure that the hazardous materials and any hazardous wastes transported to and from the project site will be properly managed. These regulations are codified in Titles 8, 22, and 26 of the California Code of Regulations. For example, maintenance trucks for construction equipment must transport their hazardous materials in appropriate containers, such as tanks or other storage devices. In addition, the haulers must comply with all existing applicable federal, state and local laws and regulations regarding transport, use, disposal, handling and storage of hazardous wastes and material, including storage, collection and disposal. Compliance with these laws and regulations related to transportation will minimize potential exposure of humans or the environment to significant hazards from transport of such materials and wastes once the proposed subdivision is ultimately developed.

During future construction activities, another possible reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment could result from the soils within the project site containing contaminants that are presently unknown. This is because the project site has served as grazing land for goats, and thus may have residual soil contamination, including methane sequestration, present within the project site. Thus, though the potential for methane to be present in unsafe levels at the site, in an abundance of caution, the following mitigation measure shall be required to protect the future residents at the project site:

**HAZ-2** *A soil/methane sampling program with a minimum of one sample location per 2 acres of land shall be conducted by the developer. If the contaminant concentrations above the DTSC hazard levels occur on the project site, the exact dimensions, including volume, of soil containing this contamination shall be documented. A report verifying that the contaminated soil can be effectively blended (and how this will be accomplished on the project site) with other uncontaminated onsite soil shall be provided to the City by the developer. If there is insufficient soil for blending at the site, the contaminated soil shall be collected and disposed of at a properly licensed facility. This shall be completed prior to initiating mass grading of the site and records documenting proper management of the contaminated soil shall be provided to the City by the developer.*

Operation of the proposed Project would not involve the use of a substantial amount of hazardous materials. Household cleaning supplies would be used in small quantities to support the future residences, which are not typically capable of generating significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment. Compliance with all Federal, State, and local regulations governing the storage and use of hazardous materials is required, and will ensure that the proposed Project operates in a manner that poses no substantial hazards to the public or the environment. No further mitigation is required.

- c. *Less Than Significant Impact* – The nearest schools to the project site are located more than one-mile northeast of the project site; the Monte Vista Middle School is located at 425 North Lyon Avenue. It is not anticipated that the proposed Project would emit hazardous emissions or handle large quantities of hazardous materials or substances that would cause a significant impact to a local school. Hazardous materials associated with the proposed Project would be used in such limited quantity that its use would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health. As such, the proposed Project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste during construction or operation in a quantity that would pose any danger to people adjacent to, or in the general vicinity of, the project site. No impacts are anticipated and no mitigation is required.
- d. *Less Than Significant Impact* – The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The project site is not included on a list of hazardous materials sites that are currently under remediation. According to the California State Water Board's GeoTracker website (consistent with Government Code Section 65962.5), which provides information regarding Leaking Underground Storage Tanks (LUST) and other types of clean-up sites, there are no open LUST, Cleanup Program, Military, or Department of Toxic Substances Control (DTSC) clean-up sites within 2,500 feet of the project site (Figure IX-1). The California DTSC EnviroStor database also indicates that there are no hazardous waste generators in close proximity to the project site, and ultimately the safe operations of area hazardous waste sites are permitted, and must comply with Federal, State, and local regulations governing the storage and use of hazardous materials, and as such would not pose a hazard to the occupancy of the Project site by future residents. Therefore, the proposed Project will not create a significant hazard to the population or to the environment from their implementation. No mitigation is required.
- e. *No Impact* – The project site is not located within two miles of an airport or private airstrip. The closest airports the Hemet-Ryan Airport, approximately 4 miles southwest of the project site, Banning Municipal Airport, approximately 12 miles northeast of the project site, and the Perris Valley Airport located approximately 15 miles west of the project site. Therefore, there is no potential for the proposed Project result in a safety hazard for people residing or working in the project area as a result of being located near an airport or private airstrip. No impacts are anticipated and no mitigation is required.



- f. *Less Than Significant With Mitigation Incorporated* – According to the City's General Plan, the City's Emergency Preparedness Plan is intended to enable response to emergency situations with a coordinated system of emergency service providers and facilities. The City of San Jacinto adopted its Emergency Operations Plan (EOP) in May 2021. The EOP addresses the planned response to extraordinary situations associated with natural disasters and/or human caused incidents. The City's General Plan Environmental Impact Report (GPEIR) indicates that Policy PS-5.7 directs the City to work with Riverside County Fire Department and Riverside County Sheriff Department to maintain, update, and regularly exercise emergency access, protocols, and evacuation routes to assess their effectiveness under a range of emergency scenarios. Additionally, The City of San Jacinto adopted Resolution 3738 on September 18, 2018 approving the City of San Jacinto Local Hazard Mitigation Plan Annex from the Riverside County Operational Area Jurisdictional Local Hazard Mitigation Plan (LHMP), therefore allowing the City to utilize the County LHMP. While, no evacuation routes have specifically been identified by the LHMP, the LHMP would enable evacuation measures would be implemented based on the specific emergency and area affected. Effectively Highway 74 to the south and Ramona Boulevard/Ramona Expressway/Highway 79 to the northeast would be considered evacuation routes within the City and region.

The proposed Project will occur within the boundaries of the project site, but may require some improvements to and construction within the adjacent sidewalk and roadways. The project site is bound by Kirby Street to the west, Ivy Crest Drive to the east, and partially by Oostdam Drive to the south. It is not anticipated that future development of the project site would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan because the future construction activities will be confined within the site boundaries, and improvements to the adjacent roadways would be temporary as the improvements would occur for a limited duration during construction. Additionally, the construction activities would be subject to Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would ensure emergency access during construction. During the construction phase, the City would require an encroachment permit for any temporary activities that would affect a public right-of-way. Additionally, MM **TRAN-1** would address traffic disruption and emergency access issues through the implementation of a Traffic Management Plan, and is included in Section XVII, Transportation. The Traffic Management Plan prepared for the proposed Project would include procedures for emergency responses.

Furthermore, the onsite parking and circulation plans will be reviewed by the local Fire Department and City Engineering Department to ensure that ingress/egress are adequate for accommodating emergency vehicles. Therefore, there is a less than significant potential for the future development of the proposed Project to physically interfere with any adopted emergency response plans, or evacuation plans.

- g. *No Impact* – According to the CAL FIRE Fire Hazard Severity Zone Viewer map (Figure XX-1), the proposed Project is not located in a high or very high fire hazard zone. Given the proposed Project's location removed from the nearby San Jacinto Mountain Range to the east/northeast, Lakeview Mountains, Badlands to the north, Santa Rosa Hills to the south where the high and very high fire hazard severity zones are located, Project implementation would not result and a potential to expose people or structures to fire hazards. No impacts are anticipated and no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>X. HYDROLOGY AND WATER QUALITY:</b> Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?; or,	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The analysis below is supported by two technical studies: (1) the *"Infiltration Testing for On-Site Storm Water Management"* prepared by Sladden Engineering, dated February 23, 2022 is provided as Appendix 6a, and (2) the *"Preliminary Hydrology Study for Tentative Tract No. 38339,"* dated January 31, 2022 is provided as Appendix 6b.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Impacts related to Hydrology and Water Quality from construction and operation of the proposed Project, as described herein, are presented below.

#### Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The proposed Project is located within the planning area of the Santa Ana Regional Water Quality Control Board (RWQCB). The project site

would be supplied with water by Eastern Municipal Water District (Eastern) that uses a mix of groundwater and imported surface water to meet customer demand.

For a developed area, the only three sources of potential violation of water quality standards or waste discharge requirements are from generation of municipal wastewater, stormwater runoff, and potential discharges of pollutants, such as accidental spills. Municipal wastewater is delivered to one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater per day. Eastern is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes the City of San Jacinto, California.

To address stormwater and accidental spills within this environment, any new project must ensure that site development implements an SWPPP and a National Pollutant Discharge Elimination System (NPDES) to control potential sources of water pollution that could violate any standards or discharge requirements during construction and a Water Quality Management Plan (WQMP) to ensure that future post-development surface runoff meets discharge requirements over the short- and long-term. The WQMP would specify stormwater runoff permit BMPs requirements for capturing, retaining, and treating on site stormwater once the residential units have been occupied. Because the project site consists of pervious surfaces, the proposed Project has identified onsite drainage that will generally be directed to the additional lettered lot, at which a bioretention basin that will be developed. The SWPPP would specify the BMPs that the proposed Project would be required to implement during construction activities to ensure that all potential water pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. With implementation of these mandatory Plans and their BMPs, as well as MM HAZ-1 above, the future development of the proposed Project will not cause a violation of any water quality standards or waste discharge requirements.

- b. *Less Than Significant Impact* – Implementation of the proposed Project will not deplete groundwater supplies that would substantially affect the water availability for existing or planned land uses or biological resources. It is anticipated that, based on previous studies at the project site (refer to the Geotechnical Investigation provided as Appendix 4a), the potential to intercept groundwater during grading of both the project site and offsite roadways is considered to be less than significant. The groundwater basin would not be physically altered or impacted as a result of the proposed Project. Furthermore, the utilization of the project site in support of the proposed Project would reduce the potential for any groundwater contamination from the grazing use that formerly occurred onsite. The design of the drainage and retention facilities of the proposed Project would encourage groundwater recharge.

The proposed Project is a proposed subdivision that would ultimately result in the development of 76 single-family residences. The project site would be supplied with water by Eastern Municipal Water District that uses imported surface water to meet primary customer demand. Using imported surface water helps prevent overdraft of local groundwater basins. Eastern's 2020 Urban Water Management Plan (UWMP) identifies sufficient water resources to meet demand in its service area. The total retail water supply for Eastern in 2020 for retail customers, was 124,314 acre-feet per year (AFY) inclusive of both potable and recycled water, while the demand for both potable and recycled water was 115,916 AFY. According to Eastern, single-family uses accounted for 61.6% of the overall potable water demand in 2020, equal to 52,162 AFY. Eastern served a population of 603,950 persons in 2015, given that the average household size in the City of San Jacinto is 3.45 persons (according to SCAG 2020 Local Profile for the City of San Jacinto<sup>6</sup>), the proposed Project is anticipated to house a population of about 263 persons. According to Eastern's UWMP, Eastern's actual 2020 per capita use is 125 gallons per capita per day (GPCD). Based on the above, the population generated by the proposed Project would demand 32,875 gallons per day (GPD)(263 x 125 = 32,875 GPD) equal to about 36.9 AFY of water from Eastern. Based on the projected water demand for single-family residential units within Eastern's retail service area in 2025 at 8,500 AFY, and in 2045 at 10,600 AFY,

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<sup>6</sup> [https://scag.ca.gov/sites/main/files/file-attachments/2021\\_local\\_profiles\\_dataset.xlsx?1661892901](https://scag.ca.gov/sites/main/files/file-attachments/2021_local_profiles_dataset.xlsx?1661892901)

it is anticipated that the 36.9 AFY demand by the proposed Project can be accommodated into the future, particularly given that the overall available total gross water use is anticipated to be 145,930 AFY in 2025, and 187,100 AFY in 2045. The anticipated available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed Project without significant adverse impacts on area groundwater basins.

While future development of the project site may result in a reduction in the amount of surface runoff recharge associated with natural runoff, this reduction is expected to be off-set/replaced by infiltration from the onsite bioretention basin, as well as the required onsite landscaping. The future development of the project site will, therefore, not substantially interrupt the existing percolation of the site, or any flow of groundwater under the project site. No significant adverse impacts to groundwater resources are forecast to occur from implementing the proposed Project. No mitigation is required.

c. i. Result in substantial erosion or siltation onsite or offsite?

*Less Than Significant With Mitigation Incorporated* – The proposed Project is not anticipated to significantly change the volume of flows downstream of the project site, and would not be anticipated to change the amount of surface water in any water body in an amount that could initiate a new cycle of erosion or sedimentation downstream of the project site. The future onsite drainage system will capture the incremental increase in runoff from the project site associated with future project development. Onsite flows will be directed to and captured by the proposed site bioretention basin. These systems will be designed to capture any excess runoff from the project site after development. Refer to the data contained in Appendix 6a, which contains the Infiltration Testing for On-Site Storm Water Management prepared by Sladden Engineering, dated February 23, 2022, which determined that the infiltration rates at the project site represent an appropriate safety factor should be incorporated into the design to account for long-term saturation and potential silting of the surface soils. This measure will be incorporated into the design of the proposed Project and enforced by the following mitigation measure:

**HYD-1** *The developer shall incorporate an appropriate safety factor into the design of the retention basin that accounts for long-term saturation and potential silting of surface soils. The safety factor shall be determined with consideration of other factors considered in the storm water retention system design—specifically storm water volume estimates—and the safety factors associated with the related design components.*

Treated surface runoff will be discharged in conformance with Riverside County and City of San Jacinto requirements. The downstream drainage system will not be altered given the control of future surface runoff from the project site; thus, the potential for downstream erosion or sedimentation will be controlled to a less than significant impact level with the implementation of MM **HYD-1**.

c. ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?

*Less Than Significant With Mitigation Incorporated* – The proposed Project will alter the existing drainage courses or patterns onsite but control of future discharges from the future site development through the bioretention basin, which would prevent flooding onsite or offsite from occurring. Onsite flows will be directed to and captured by the proposed site bioretention basin. Refer to the data contained in Appendix 6a, which contains the Infiltration Testing for On-Site Storm Water Management prepared by Sladden Engineering, dated February 23, 2022, which determined that the infiltration rates at the project site represent an appropriate safety factor should be incorporated into the future design to account for long-term saturation and potential silting of the surface soils. This will be incorporated into the design of the proposed Project and enforced by MM **HYD-1**, above. The City will require these and the BMPs identified in the WQMP to be implemented as conditions of the

Project's approval. Thus, the implementation of onsite drainage improvements and applicable requirements included in the WQMP and recommendations provided in the Infiltration Report—enforced through MM **HYD-1**. This will ensure that stormwater runoff will not substantially increase the rate or volume of runoff in a manner that would result in substantial flooding on- or off-site. Impacts under this issue are considered less than significant with the implementation of mitigation.

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

*Less Than Significant With Mitigation Incorporated* – The proposed Project will alter the site such that stormwater runoff within the site will be increased, but control future discharges from the site. This would prevent the proposed Project from exceeding the capacity of existing or planned stormwater drainage systems and from providing substantial additional sources of polluted runoff. The drainage throughout the project site will be captured and treated in the proposed bioretention basin. Onsite flows will be directed to and captured by the proposed site bioretention basin. These systems will be designed to capture the flows above the peak 100-year flow runoff from the project site without development or otherwise be detained on site and discharged in conformance with Riverside County requirements. The future development would be required to treat surface water runoff prior to its discharge to meet Regional Water Quality Control Board (RWQCB) water quality requirements and provide safeguards that surface water runoff would not provide sources of polluted runoff. Varying amounts of urban pollutants, such as motor oil, antifreeze, gasoline, pesticides, detergents, trash, animal wastes, and fertilizers, could be introduced into downstream stormwater. However, the proposed Project is not anticipated to generate discharges that would require pollution controls beyond those already designed into the Project and/or required by the City as a standard operating procedure to meet water quality management requirements from the RWQCB. As such, the proposed Project is not anticipated to result in a significant adverse impact to water quality or flows downstream of the project site with implementation of mitigation outlined below.

The City and County have adopted stringent best management practices designed to control discharge of non-point source pollution that could result in a significant adverse impact to surface water quality. The City has identified BMPs that when implemented, can ensure that neither significant erosion and sedimentation, nor other water quality degrading impacts will occur as a result of developing the proposed Project. Although BMPs are mandatory for the proposed Project to comply with established pollutant discharge requirements, the following mitigation measure is designed to establish a performance standard to ensure that the degree of water quality control is adequate to ensure the proposed Project does not contribute significantly to downstream water quality degradation.

***HYD-2 The developer will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.***

Compliance will also be ensured through fulfilling the requirements of a SWPPP and WQMP monitored by the City and the RWQCB. The SWPPP must incorporate the BMPs that meet the performance standard established in MM **HYD-2** for both construction and occupancy stages of the proposed Project. Thus, the implementation of onsite drainage improvements enforced through MM **HYD-1** and **HYD-2**, in addition to applicable requirements will ensure that that drainage and stormwater will not create or contribute runoff that would exceed the capacity of existing or planned offsite stormwater drainage systems or provide substantial additional sources of polluted runoff. Impacts under this issue are considered less than significant with mitigation required.

c. iv. Impede or redirect flood flows?

*Less Than Significant Impact* – As shown on the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Map (FIRM) #06065C1490H provided as Figure X-1, the project site is located within zone X, which is an area of minimal flood hazard. The future development of this site would continue to be elevated, thus remaining outside of the 100-year floodplain, and is not anticipated to redirect or impede flood flow at the project site, particularly given that surface flows onsite will be directed to the onsite drainage features which will be capable of intercepting the peak 100-year flow rate from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. Therefore, impacts under this issue are considered less than significant and no mitigation is required.

- d. *Less Than Significant Impact* – Implementation of the project will not expose people or structures to a significant risk of inundation by seiche, tsunami, or other flood hazards. The City General Plan does not identify any dam inundation hazards, as no dams are located within the vicinity of the City. As the proposed Project would be developed in an area without a potential for dam rupture, no significant potential to expose people or structures to a significant risk of flood hazard due to dam inundation exists. Furthermore, the project site is located at a higher elevation than the Little Lake Reservoir in Hemet, which would reduce the potential for seiche risk at the project site. Additionally, the project site is located about 45 miles from the Pacific Ocean, and is separated by the Peninsular Range, as well as by an elevation of 1,425 feet above mean sea level (amsl) from the Ocean, thus limiting the risk for tsunami at the project site. Therefore, the potential to expose people or structures to a significant risk of flood hazard due to dam inundation, tsunami, or seiche as a result of Project implementation and future build out would be less than significant. No mitigation is required.

- e. *Less Than Significant Impact* – The project site is underlain by the San Jacinto groundwater basin.<sup>7</sup> The project site will be served with water supply by Eastern. Eastern's local supplies include groundwater, desalinated groundwater, and recycled water. Groundwater is pumped from the Hemet/San Jacinto and West San Jacinto areas of the San Jacinto Groundwater Basin. However, Eastern utilizes imported water for a large portion of its water supply. The San Jacinto Groundwater Basin is considered high priority by the Sustainable Groundwater Management Act (SGMA) and Department of Water Resources (DWR)<sup>8</sup>. The San Jacinto Groundwater Basin is deemed a high priority basin, but not critically overdrafted, by DWR, and the Groundwater Sustainability Agency (GSA) is required to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP). The GSP will document basin conditions and basin management will be determined through measurable objectives and minimum thresholds defined to prevent significant and unreasonable impacts to the sustainability indicators defined in the GSP. This document has not been drafted yet; however, the developer and future residents and will be required to comply with the water consumption reduction measures, and other sustainability measures once the GSP has been adopted and implementation measures have been identified. Water consumption and the effects thereof in nearby basins indicates that the proposed Project's water demand is considered to be less than significant. By controlling water quality during construction and operations through implementation of both short- (SWPPP) and long- (WQMP) term best management practices at the project site, no potential for conflict or obstruction of the Regional Board's water quality control plan has been identified.

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<sup>7</sup> <https://gis.water.ca.gov/app/bp-dashboard/final/>

<sup>8</sup> [https://www.emwd.org/post/sustainable-groundwater-management-act#:~:text=The%20San%20Jacinto%20Groundwater%20Basin%20is%20deemed%20a%20high%20priority,Groundwater%20Sustainability%20Plan%20\(GSP\).](https://www.emwd.org/post/sustainable-groundwater-management-act#:~:text=The%20San%20Jacinto%20Groundwater%20Basin%20is%20deemed%20a%20high%20priority,Groundwater%20Sustainability%20Plan%20(GSP).)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XI. LAND USE AND PLANNING:</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Land Use and Planning impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *No Impact* – Refer to the aerial photos provided as Figures 1 and 2, which depict the Project’s regional and site-specific location. The project site would occur within a site zoned for Residential, Low Density (RL) development. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The site is located in an area that is surrounded by residential uses, as well as some undeveloped adjacent vacant land. The proposed Project would be consistent with both the uses surrounding the project site and the surrounding land use designations and zoning classifications. Consequently, the future development of the project site will not divide any established community in any manner. Therefore, no significant impacts under this issue are anticipated and no mitigation is necessary.
- b. *Less Than Significant Impact* – The project site encompasses about 18.5 acres, and it is zoned for Residential, Low Density (RL) development. The proposed Project proposes to subdivide the lot to enable the future development of 76 single-family residential homes at a density of 3.80 dwelling units per acre (DU/A). With approval of the entitlements to enable the subdivision and future development of the project site, the proposed Project will be fully consistent the General Plan Land Use Map. A review of the 2022 San Jacinto General Plan Land Use Element Goals indicates that the proposed Project is consistent with Land Use Goals LU 1, LU 2, LU 3, and LU 5. All other Land Use Element Goals are not applicable to the proposed Project.

A review of all other General Plan Element Goals (Economic Development, Mobility, Public Safety, Resource Management, Environmental Justice, and Housing) indicates that the proposed Project is consistent with all applicable Goals, often with mitigation, as demonstrated by the findings in the pertinent sections of this Initial Study. The proposed Project can be implemented without significant effects on the circulation system; all infrastructure exists at or can be extended to the site to support the proposed Project; it can support a safe and sustainable transportation system in the City; it can be developed with no conflicts with the Resource Management Element issues (open space; agricultural lands; natural resources such as mineral resources, water resources and biological resources; scenic resources; hillsides; cultural resources; air quality; and energy use); it will contribute development impact fees (DIF) to ensure that the City can meet recreation needs meeting the Community Services and Facilities Element goals and policies by contributing to a cohesive neighborhood; it will not generate significant air emissions or GHG emissions; it will meet noise compatibility requirements with mitigation; it can meet all Public Safety Element requirements with no

conflicts with the Public Safety Element issues (Seismic and Geologic Hazards, Fire Safety, Flooding, Hazardous Waste and Materials, Emergency Operations, Noise, and, Climate Change and Resiliency Planning); and it implements the City's Housing Element, specifically Goal 2, which states:

- *GOAL 2: Provide adequate sites for new residential construction to meet the needs of all segments of the community while promoting the character of the City.*
  - *Policy 2.1: Maintain adequate capacity to accommodate the City's unmet Regional Housing Needs Allocation (RHNA) for all income categories throughout the planning period*

Furthermore, according the SCAG RHNA 2020, the City's regional housing needs are as follows:

**Table XI-1  
REGIONAL HOUSING NEEDS: CITY OF SAN JACINTO<sup>9</sup>**

Total	Very Low Income	Low Income	Moderate Income	Above Moderate Income
3,385	798	464	559	1,564

The proposed subdivision would ultimately result in the contribution of 76 single-family residential dwelling units to the SCAG identified 3,385 dwelling unit deficit within the City at present, thus meeting the City's Housing Element Policy 2.1. Therefore, the implementation of the proposed Project is consistent with the City's plans and policies. Based on the preceding information, implementation of the proposed Project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, zone classification, or the City's Municipal Code) adopted for the purpose of avoiding or mitigating an environmental effect. No adverse impacts are anticipated under this issue and no mitigation is required.

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<sup>9</sup> <https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XII. MINERAL RESOURCES:</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Mineral Resources impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

a&b. *No Impact* – The proposed Project would be installed within a site zoned for Residential, Low Density (RL) development, which does not support any mining uses. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The site is, therefore, disturbed and is surrounded by residential development. The recently adopted San Jacinto General Plan and GPEIR do not identify any areas containing mineral resources within the City; however, the General Plan provides Resource Management Goals (Goal 3) that stipulate that the City wishes to prevent incompatible development in areas that should be preserved for mineral extraction. Due to the current use of the project site, and the suburban area in which it is located, the proposed Project is not anticipated to result in the loss of mineral resource values to the region or residents of the state, nor would it result in the loss of any locally important mineral resources identified in the City of San Jacinto General Plan. No impacts would occur under this issue. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XIII. NOISE:</b> Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The site is, therefore, disturbed and is surrounded by residential development. The project area is residential in nature, and thus the proposed Project is located in an area containing sensitive receptors to noise generating activities. Furthermore, the nearest sensitive receptor is about 25 feet from the boundaries of the project site, which is the closest area at which future construction activities will occur. The proposed Project site is located in a low-to-moderate background level environment as a result of the neighborhood residential nature of the project area.

### Background

Noise is generally described as unwanted sound. The unit of sound pressure ratio to the faintest sound detectable to a person with normal hearing is called a decibel (dB). Sound or noise can vary in intensity by over one million times within the range of human hearing. A logarithmic loudness scale, similar to the Richter scale for earthquake magnitude, is therefore used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to all sound frequencies within the entire spectrum. Noise levels at maximum human sensitivity from around 500 to 2,000 cycles per second are factored more heavily into sound descriptions in a process called "A-weighting," written as "dBA."

Leq is a time-averaged sound level; a single-number value that expresses the time-varying sound level for the specified period as though it were a constant sound level with the same total sound energy as the time-varying level. Its unit is the decibel (dB). The most common averaging period for Leq is hourly. The State of California has established guidelines for acceptable community noise levels that are based on the Community Noise Equivalent Level (CNEL) rating scale (a 24-hour integrated noise measurement scale). The guidelines rank noise land use compatibility in terms of "normally acceptable," "conditionally acceptable," and "clearly unacceptable" noise levels for various land use types. The State Guidelines, Land Use Compatibility for Community Noise Exposure, single-family homes are "normally acceptable" in exterior noise environments up to 60 dB CNEL and "conditionally acceptable" up to 70 dB CNEL based on this scale. Multiple family residential uses are "normally acceptable" up to 65 dB CNEL and "conditionally

acceptable" up to 70 CNEL. Schools, libraries and churches are "normally acceptable" up to 70 dB CNEL, as are office buildings and business, commercial and professional uses with some structural noise attenuation.

*City of San Jacinto Noise Standards*

The City of San Jacinto General Plan Maximum Allowable Noise Exposure from Mobile Noise Sources standards is outlined below.

**Table XII-1  
MAXIMUM ALLOWABLE NOISE EXPOSURE FROM MOBILE NOISE SOURCES**

Land Use	Noise Standards <sup>1</sup>	
	Exterior	Interior
Residential – single-family, multi-family, duplex and mobile home	65 dB(A)	45 dB(A)
Residential – transient lodging, hotels, motels, nursing homes, hospitals, assisted care facilities	65 dB(A)	45 dB(A)
Private offices, churches, libraries, theaters, concert halls, meeting halls, schools	65 dB(A)	45 dB(A)
General commercial, office, retail, reception, restaurant	65 dB(A)	45 dB(A)
Light industrial <sup>2</sup>	---	---
Parks and playgrounds <sup>3</sup>	65 dB(A)	50 dB(A)
Golf courses, outdoor spectator sports	70 dB(A)	---

<sup>1</sup> In Community Noise Level Equivalent (CNEL).

<sup>2</sup> Noise standards do not apply to Light Industrial areas.

<sup>3</sup> Outdoor environment limited to playground areas, picnic areas and other areas of frequent human use.

The City of San Jacinto General Plan Maximum Allowable Exterior Noise Exposure from Stationary Sources standards is outlined below.

**Table XII-2  
ALLOWABLE EXTERIOR NOISE LEVEL DUE TO STATIONARY NOISE SOURCES<sup>1</sup>**

Land Use	Allowed Equivalent Noise Level, dBA Leq <sup>2</sup>	
	7 AM to 10 PM	10 PM to 7 AM
All single-family residential properties	65	45
All multifamily residential properties and mobile home parks	65	50
All commercial property	65	60
The residential portion of mixed-use properties	70	70
All manufacturing or industrial properties and all other uses	70	70

Source: City of San Jacinto Municipal Code 8.40.040

Notes:

1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
2. Measurements for compliance are made on the affected property pursuant to Municipal Code Section 8.40.160.
3. It is unlawful for any person at any location within the incorporated area of the city to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
  - a. The noise standard for the applicable zone for any fifteen (15) minute period;
  - b. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
4. In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
5. The residential portion of mixed-use properties standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.
6. If the measurement location is on a boundary between two different types of land uses, the lower noise level standard applicable to types of land uses shall apply.

The City of San Jacinto General Plan Maximum Allowable Interior Noise Exposure from Stationary Sources standards is outlined below.

**Table XII-3  
ALLOWABLE INTERIOR NOISE LEVEL DUE TO STATIONARY NOISE SOURCES<sup>1</sup>**

Land Use	Allowed Equivalent Noise Level, dBA Leq <sup>2</sup>	
	7 AM to 10 PM	10 PM to 7 AM
All single-family residential properties	45	40
All multifamily residential properties and mobile home parks	45	40
All commercial property	45	40
Residential portion of mixed-use properties	45	40

Notes:

1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
2. Measurements for compliance are made on the affected property pursuant to Municipal Code Section 8.40.160.
3. It is unlawful for any person at any location within the incorporated area of the city to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
  - a. The noise standard for the applicable zone for any fifteen (15) minute period;
  - b. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
4. In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
5. The Residential portion of mixed-use standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.
6. If the measurement location is on a boundary between two different types of land uses, the lower noise level standard applicable to the types of land uses shall apply.

The City of San Jacinto General Plan requires all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Noise Ordinance). The City of San Jacinto Noise Ordinance states the following in regards to Noise regulations pertaining to construction activities:

- 8.40.060 D: Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of Section 8.40.090;
- 8.40.090 A: Weekdays and Saturdays. No person shall engage in construction, remodeling, digging, grading, demolition or any other related building activity, nor shall operate any tool, equipment or machine, on any weekday or Saturday except between the hours of seven a.m. and seven p.m.; and,
- 8.40.090 B: Sundays and Holidays. No person shall engage in construction, remodeling, grading, demolition or other related building activity, nor shall operate any tool, equipment or machine, on any Sunday or any federal holiday.
- 8.40.090 D. Exceptions:
  - 1. The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the city manager or his or her designee;

#### Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The project site is located within a suburban residential area of the City of San Jacinto. The proposed subdivision would ultimately result in the development of 76 single-family residences within the City of San Jacinto. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The proposed Project is situated in an area surrounded by existing residential development and experiences low to moderate background noise due to the traffic and other activities that are the primary sources of noise generation in suburban settings and that would occur on the surrounding

roadways. The nearest area in which construction will occur within the project site as part of the future development of the proposed subdivision is only about 25 feet from the nearest residential structures.

#### *Short Term Noise*

According to the City of San Jacinto General Plan, the City requires all construction activity to comply with the limits (maximum noise levels, hours and days of allowed activity) established in the City noise regulations (Title 24 California Code of Regulations, Noise Ordinance). The proposed Project would be constructed during the hours in which construction is exempt from the City's Noise Performance Standards. Construction equipment generates noise that ranges between approximately 75 and 90 dBA at a distance of 50 feet. Refer to Table XIII-4, which shows construction equipment noise levels at 25, 50 and 100 feet from the noise source.

**Table XII-4  
NOISE LEVELS OF CONSTRUCTION EQUIPMENT AT  
25, 50 AND 100 FEET (in dBA Leq) FROM THE SOURCE**

Equipment	Noise Levels at 25 feet	Noise Levels at 50 feet	Noise Levels at 100 feet
<b>Earthmoving</b>			
Front Loader	85	79	73
Backhoes	86	80	74
Dozers	86	80	74
Tractors	86	80	74
Scrapers	91	85	79
Trucks	91	85	79
<b>Material Handling</b>			
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Crane	89	83	77
Derrick	94	88	82
<b>Stationary Sources</b>			
Pumps	82	79	70
Generator	84	78	72
Compressors	87	81	75
Other			
Saws	84	78	72
Vibrators	82	76	70

Source: U.S. Environmental Protection Agency "Noise"

Receptors located in the vicinity of the Project shown on Figure 2, which depicts the site and adjacent residences on an aerial map. These sensitive receptors may experience increased noise levels during construction; however, the proposed Project will comply with the City's restrictions on night-time construction activity. Therefore, through compliance with the City's noise standards, construction would not result in the generation of a substantial temporary or permanent noise levels in the vicinity of a project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. However, mitigation is provided below to further reduce construction noise levels at residences and/or minimize or address complaints from local sensitive noise receptors during the future construction activities. The short-term noise impacts associated with construction activities are forecast to be less than significant through implementing the following

measures. As future construction activities may be a nuisance to nearby residents, the following mitigation is recommended:

- NOI-1** *No construction activities shall occur during the hours of 7 PM through 7 AM Monday through Saturday, and no construction activities shall occur on Sunday unless emergency construction work must be performed and is authorized by the City manager or his or her designee.*
- NOI-2** *No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.*
- NOI-3** *The City shall require the developer to require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.*
- NOI-4** *Equipment not in use for five minutes shall be shut off.*
- NOI-5** *Equipment shall be maintained and operated such that loads are secured from rattling or banging.*
- NOI-6** *Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.*
- NOI-7** *The City shall require the developer to establish a noise complaint response program and shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an Ldn of 60 dBA exterior or an Ldn of 45 dBA interior at the receptor, the developer will implement adequate measures (which may include portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.*
- NOI-8** *All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.*

#### *Long-Term Noise*

The long term or permanent change in noise from the proposed Project would be consistent with the surrounding uses. The primary noise sources associated with the proposed Project would include the typical residential noise sources such as heating, ventilating, and air conditioning (HVAC) units, as well as off-site traffic noise from the additional vehicles that would be driving to and from the project area to access the proposed residential use. The proposed Project would result in modest additional traffic on adjacent roadways since the Project would generate traffic to and from each of the 76 single-family residences. Thus, it is not anticipated, given the setting within which the proposed Project would be developed—surrounded by existing single-family residential uses—that it would generate significant vehicular noise within the project area. The noise attributable to the proposed Project would follow the City's limit of 65 dBA for the exterior of sensitive uses, or 45 dBA for the interior of sensitive uses surrounding the project area. Based on the existing noise levels in the area surrounding the project site from adjacent residential uses, and due to the fact that the new

permanent noise generating activities would be similar to those that already exist in the neighborhood, future occupancy of the proposed Project would not result in the generation of a substantial temporary or permanent noise levels in the vicinity of a project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

- b. *Less Than Significant With Mitigation Incorporated* – Vibration is the periodic oscillation of a medium or object. The rumbling sound caused by vibration of room surfaces is called structure borne noises.<sup>10</sup> Sources of groundborne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous or transient. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts related to human development are generally associated with activities such as train operations, construction, and heavy truck movements.

The Federal Transit Authority (FTA) Noise and Vibration Assessment<sup>11</sup> states that in contrast to airborne noise, ground-borne vibration is not a common environmental problem. Although the motion of the ground may be noticeable to people outside structures, without the effects associated with the shaking of a structure, the motion does not provoke the same adverse human reaction to people outside. Within structures, the effects of ground-borne vibration include noticeable movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. The FTA Assessment further states that it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. However, some common sources of vibration are trains, trucks on rough roads, and construction activities, such as blasting, pile driving, and heavy earth-moving equipment. The FTA guidelines identify a level of 80 VdB for sensitive land uses. This threshold provides a basis for determining the relative significance of potential Project related vibration impacts, as the City has not adopted a specific vibration threshold.

Due to the distance at which the majority of construction would occur in relation to nearby structures, the proposed Project is unlikely to expose people to significant generation of excessive groundborne vibration or groundborne noise levels. Groundborne vibration is normally perceptible to humans at approximately 65 VdB, while 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible. Construction activity can result in varying degrees of groundborne vibration; in the short term, construction from installing the Project is in close enough proximity to the adjacent residences (within 25-200 feet) has the potential to create some groundborne vibration to the nearest sensitive receptors at some sites within the proposed Project footprint. However, any short-term impacts to the nearest sensitive receptors would be considered less than significant through implementing the following mitigation measure:

***NOI-9 During future initiation of construction activities with heavy equipment within 200 feet of occupied residences, vibration field tests shall be conducted at the nearest occupied residences upon receipt. If vibrations exceed 72 VdB (just below the level at which vibration becomes distinctly perceptible at 75 VdB per the FTA Noise and Vibration Assessment), the construction activities shall be revised (smaller equipment, reduced activity) to reduce vibration below this threshold.***

With implementation of the above mitigation measure, significant vibration impacts from future construction activities would be prevented from occurring. Therefore, impacts from proposed Project related vibration would be considered less than significant with implementation of mitigation. No further mitigation is required.

<sup>10</sup>[https://planning.lacity.org/eir/8150Sunset/References/4.G.%20Noise/N.05\\_%20FTA%20Noise%20and%20Vibration%20Impact%20Assessment%20Chapter%207\\_1995.pdf](https://planning.lacity.org/eir/8150Sunset/References/4.G.%20Noise/N.05_%20FTA%20Noise%20and%20Vibration%20Impact%20Assessment%20Chapter%207_1995.pdf)

<sup>11</sup> [https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA\\_Noise\\_and\\_Vibration\\_Manual.pdf](https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf)

- c. *No Impact* – The project site is not located within two miles of any public or public use airports. According to a review of Google Maps (July 26, 2022), the closest public airports to the project site are the Hemet-Ryan Airport, approximately 4 miles southwest of the project site, Banning Municipal Airport, approximately 15 miles northeast of the project site, and the Perris Valley Airport located approximately 20 miles west of the project site. Based on this information, the proposed Project will have no potential to expose people residing or working in the project area to excessive noise levels generated by nearby aircraft or airport operations. No impact will occur and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XIV. POPULATION AND HOUSING:</b> Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Population and Housing impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *Less Than Significant Impact* – The project site contains one single-family residence on grazing land, designated for single-family residential use and the Project would propose 76 single-family dwelling units in place of the existing site use. The project site is located within the City of San Jacinto within the City's Low Density Residential land use designation. The Southern California Association of Government (SCAG) 2020 Local Profile for the City of San Jacinto indicates that the 2020 population was 50,207.<sup>12</sup> The SCAG Connect SoCal Demographics and Growth Forecast (2020) projects an estimated City population of 69,900 by the year 2045.<sup>13</sup> The SCAG 2020 Local Profile for the City of San Jacinto indicates that the average household size is 3.45 persons. The future development of 76 residential dwellings at the project site, would house a total of 263 persons. Given that the current population of the City of San Jacinto is over 20,000 persons less than the projected 2045 population, the potential for an additional 263 residents within the City of San Jacinto is considered less than significant as the proposed Project would represent only about 1.3% of the potential growth anticipated between the present population and the City's projected build-out population.

Additionally, the SCAG Connect SoCal Demographics and Growth Forecast (2020) projects that the total number of households within the City by 2045 will be 25,000, while the SCAG 2019 Local Profile for the City indicates that the total number of households within the City is 13,753. As such, the

<sup>12</sup> [https://scag.ca.gov/sites/main/files/file-attachments/2021\\_local\\_profiles\\_dataset.xlsx?1661892901](https://scag.ca.gov/sites/main/files/file-attachments/2021_local_profiles_dataset.xlsx?1661892901)

<sup>13</sup> [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579)



addition of 76 new residential units, in place of the one existing residential unit within the project site, would be well within the projected number of households that would be anticipated to be developed in the next 20+ years. These units would contribute to the housing needs within the City, which, as determined by the SCAG 6<sup>th</sup> Cycle Regional Housing Needs Assessment (RHNA) Allocation Plan,<sup>14</sup> and as stated under Subsection XI, Land Use, above, was determined to be 3,385 units.<sup>15</sup> Given the above, the proposed Project would not induce population growth beyond that which has been planned for in the City General Plan or SCAG planning documents, or that can be accommodated by the proposed project and the City. Therefore, impacts would be less than significant. No mitigation is required.

- b. *Less Than Significant Impact* – The proposed Project would require the removal of one existing single-family residence within the project site. The proposed Project would eliminate one residential unit within the City, but would ultimately replace the existing residence with 76 single-family residential dwelling units. This would convert the existing single-family residential use to a subdivision that would enable the development of 76 single-family lots. The proposed site use would conform with the City's land use designation that the City has selected as the appropriate use for the site. As such, implementation of the proposed Project will not displace substantial numbers of existing housing or persons, necessitating the construction of replacement housing elsewhere beyond that which would ultimately be installed. Impacts would be less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XV. PUBLIC SERVICES:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention

<sup>14</sup> According to SCAG, "the RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that collectively the region and subregion can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity, fair share housing needs."; The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner.

<sup>15</sup> <http://www.scaq.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf>;

basin, as shown in Figure 3, the Site Plan. Impacts related to Public Services from construction and operation of the proposed Project, as described herein, are presented below.

#### Impact Analysis

- a. *Less Than Significant Impact* – The project site is served by the Riverside County Fire Department, which provides fire protection and emergency medical services to the City of San Jacinto. The closest fire station to the project site is Station 78, which is located just to the west of the project site at 2450 Cottonwood Ave, San Jacinto, CA 92582. According to the City of San Jacinto General Plan FEIR, the Fire Department's average response time is 3.9 minutes, which is below their target time of 5 minutes. The proposed Project would not include the use or storage of highly flammable materials as it consists of residential uses. The future development of new single-family residences would incrementally add to the existing demand for fire protection services. The future development would be required to adhere to the California Fire Code, as included in the City of San Jacinto Municipal Code Chapter 8.16. Additionally, the Project plans would be reviewed by both the City's Building and Safety Department and the Riverside County Fire Department to ensure that the plans meet the fire protection requirements. Cumulative contributions to the need for fire protection as a result of new development are mitigated through the payment of the Development Impact Fee (DIF), which includes a fire facilities component. Therefore, through payment of the DIF and compliance with the County Fire and City's Municipal Code design requirements, the potential impacts on fire protection as a result of the proposed Project would be less than significant.
- b. *Less Than Significant Impact* – As noted in the preceding discussion regarding fire protection, the area surrounding the project site is located in a suburban residential area, and at present contains one single-family home on a parcel that is also utilized for grazing land. The City of San Jacinto contracts with the Riverside County Sheriff's Department for police services. The San Jacinto Police Department is located at 160 West Sixth Street, San Jacinto, CA 92583. The project site is located within existing patrol routes and future calls can be responded to within the identified priority call target response times. According to the City's GPEIR, the average response time for Priority 1 calls was just over six minutes between the years of 2019 and 2020. Given the small size of the proposed Project and that San Jacinto requires any construction or alteration requiring a building permit and meeting specific conditions to pay DIF fees prior to issuance of the building permit, the proposed Project's contribution to demands for police services would be accommodated through existing funding mechanisms. New or expanded police facilities associated with the cumulative development within the City would be mitigated through the payment of the DIF, which contains a police facilities component that provides financing for police protection services and facilities thereof. Furthermore, the proposed Project plans would be reviewed by both the City's Building and Safety Department and the San Jacinto Police Department to ensure that the plans meet the police protection requirements. Given the above, the proposed Project would not cause a significant additional demand on police protection services. Thus, implementation of the proposed Project would not substantially increase the demand for law enforcement services within the City. Thus, impacts to the existing police protection system would be less than significant. No mitigation is required.
- c. *Less Than Significant Impact* – The City of San Jacinto is located within the area served by San Jacinto Unified School District (SJSD) and Hemet Unified School District (HUSD), which is depicted in the 2012 City of San Jacinto General Plan School District Map (Figure XV-1). As stated under Population and Housing, the proposed Project is anticipated to increase population within the City of San Jacinto by approximately 263 persons beyond that which exists within the City at present. The SJSD has developed a facility's plan and a School Fee Justification Study that identifies funding from new development that would provide for new school facilities as needed throughout the school district. The estimated school generation rates for the proposed Project are as follows based on the generation rates included in the San Jacinto Unified School District School Fee Justification Study (2022)<sup>16</sup>:

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<sup>16</sup> <https://4.files.edl.io/b666/05/10/22/222903-290081e6-1256-4f89-90d9-c599445fbf8f.pdf>

- The proposed Project would generate between about 25 K-5 students at a student generation rate for single-family detached of 0.3219.
- The proposed Project would generate between about 12 Middle School students at a student generation rate for single-family detached of 0.1620.
- The proposed Project would generate between about 16 High School students at a student generation rate for single-family detached of 0.2073.

As required by Government Code Section 65995, the proposed Project would be required by state law pay the required DIF towards the cost to offset impacts from the students that would be generated by the future development of the project site, which requires a mitigation payment per square foot of residential development. The DIF mitigation program of the SJSD and HUSD adequately mitigate the impacts of the proposed Project in accordance with current state law. Since this is a mandatory requirement, no additional mitigation measures are required to reduce school impacts to a less than significant level.

- d. *Less Than Significant Impact* – The proposed Project would add to the existing demand on local recreational facilities. The project site is located just south of Cutting Park, which is within a walkable distance to the project site at 250 Ivy Crest Drive, San Jacinto, CA 92582. This park is 2.83 acres and contains open green space, walking paths, benches, pavilion with picnic tables, water fountain, and playground. The City's GPEIR described that the City had established a parkland standard of five acres per 1,000 residents. The City of San Jacinto GPEIR concluded that Buildout of San Jacinto would result in the need of additional parks, and new development would be required to fund its fair share for required parkland but would not make up for existing system deficiencies. The City currently provides approximately 3.39 acres of parkland for every 1,000 people. The existing deficit in park land is currently being offset with the recreational opportunities available in two golf courses, the San Jacinto River Park, the Diamond Valley Lake recreational area, and other nearby regional parks, shown on the City of San Jacinto General Plan Parks and Open Space map (Figure XV-2). The City's Municipal Code Section 16.40.040 states that the parkland dedication requirement for single-family residences is 0.015 acres per unit, or otherwise the developer must provide payment of an in-lieu fee dedicated to park uses. The City assesses DIF for Park and Open Space Facilities under three separate fees on a per dwelling unit basis: Park Facility Improvements, Park Land Acquisitions, and Park Land Improvements. The developer of the proposed Project will contribute the applicable and commensurate in lieu fee to offset the incremental increased demand for parks generated by future development of the proposed subdivision. Thus, implementation of the proposed Project would not cause a substantial adverse physical impact to any parks within the City. Impacts are considered less than significant and no mitigation is required.
- e. *Less Than Significant Impact* – The City of San Jacinto contracts with the Riverside County Public Library System and provides library services at several area libraries including the San Jacinto Public Library at 595 S. San Jacinto Avenue. The City's 2022 GPEIR indicates that developers must pay library fees to offset incremental impacts to the Riverside County Library System. Further, the 2022 General Plan Update includes policies and actions to ensure that library services are adequately funded, are coordinated between the City and the Riverside County Public Library System, and that new development funds its fair share of services. As the DIF contains a component dedicated to library services, the proposed Project would be subject to payment to these library funding mechanisms, which is deemed adequate to offset the incremental increase in demand for library services.

In regards to healthcare facilities, the Office of Statewide Health Planning and Development (OSHPD) suggests that new healthcare facilities are developed in response to perceived market demand by free enterprise. Thus, only when demand for new healthcare facilities is evident to healthcare providers and developers of healthcare facilities would such facilities be developed. As such, the proposed Project may contribute additional residents with the City population, but only once demand is perceived by those entities within the market or field of healthcare development would such facilities be constructed. The project area is served by various urgent care facilities, healthcare providers, and

hospitals, including the Valley Hospital about 3 miles east of the project site. Given the above, the proposed Project would not result in a demand for new or expanded healthcare facilities. As such, impacts under this issue are less than significant and no mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XVI. RECREATION:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Recreation impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *Less Than Significant Impact* – As addressed in the discussion under XIV, Population and Housing, and XV(d), Public Services, above, the proposed Project would subdivide an existing residential parcel to enable the future development of 76 single-family residences. As such, the proposed Project may induce population, though not substantially. As stated in the discussion under Population and Housing, an estimated total of 263 persons may reside within the project site as a result of the proposed Project, while at present the site contains an estimated 3 residents. The City's Municipal Code Section 16.40.040 states that the parkland dedication requirement for single-family residences is 0.015 acres per unit, or otherwise the developer must provide payment of an in-lieu fee dedicated to park uses. The City assesses DIF for Park and Open Space Facilities under three separate fees on a per dwelling unit basis: Park Facility Improvements, Park Land Acquisitions, and Park Land Improvements. As stated under XV(d), Public Services, above, the developer of the proposed Project will contribute the applicable and commensurate in lieu fee to offset the incremental increased demand for parks and recreation facilities generated by future development of the proposed Project. Thus, while the proposed Project would generate new residents that could increase the use of existing neighborhood and regional parks or other recreational facilities, any potential for the proposed Project to result in a substantial deterioration of any park or recreational facilities or for an acceleration of physical deterioration of any park or recreational facilities would be minimized through the payment of in lieu fees by the developer. Implementation of the proposed Project would not cause a substantial adverse physical impact to any parks or recreational facilities within the City. Impacts are considered less than significant and no mitigation is required.
- b. *Less Than Significant Impact* – The proposed Project consists of the subdivision of an existing parcel containing one single-family residence into 76 single family lots with one additional lot dedicated to water quality management in the City of San Jacinto. As such, the proposed Project will not include any recreational facilities. The site does not contain any existing recreational facilities on the project

site, and is designated for single-family residential use. As described throughout this Initial Study, the construction of the proposed Project would not cause a significant adverse physical effect on the environment under any issue. As a result, no recreational facilities beyond the minor facilities proposed to be provided for resident use only are required to serve the proposed Project, thus any impacts under this issue are considered less than significant. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XVII. TRANSPORTATION:</b> Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: The following information utilized in this section of the Initial Study was obtained from the *Kirby Street Residential (Tentative Tract Map No. 38339) Traffic Analysis Scoping Agreement (TA)* prepared by Urban Crossroads dated May 25, 2022. This TA is provided as Appendix 7a to this Initial Study. Additionally, Urban Crossroads prepared the *Kirby Street TTM 38339 Vehicle Miles Traveled (VMT) Screening Evaluation* for this Project, it dated May 27, 2022 and provided as Appendix 7b.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Transportation impacts from construction and operation of the proposed Project, as described herein, are presented below.

#### Impact Analysis

- a. *Less Than Significant Impact* – The proposed Project is anticipated to have an Opening Year of 2025. According to the TA prepared by Urban Crossroads and provided as Appendix 7a, the proposed Project is estimated to generate a total of 718 trip-ends per day on a typical weekday with approximately 53 AM peak hour trips and 71 PM peak hour trips.

#### *TA Findings*

Per the City's Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (dated June 16, 2020, referred to as City Guidelines), projects that have fewer than 100 single family residential lots generally do not require a Traffic Study that includes Level of Service (LOS) operations analysis. This is because projects that generate less than 100 peak hour trips typically do not affect LOS significantly once distributed to the local roadway network. The proposed Project would result in the development of 76 single family detached residential lots which would generate fewer than 100 peak hour trips. As such, additional traffic analysis beyond this scoping agreement is not necessary.

*Alternative Modes of Transportation Analysis*

The project site is located in an area served by existing sidewalk and bike lanes. As shown on Figure 2, pedestrian facilities are built out at the following locations in the vicinity of the project site: along the west side of Kirby Street, along the east side of Kirby Street north of the project site, along the east side of Ivy Crest Drive, along the west side of Ivy Crest Drive north of the project site, and along a small stretch of the westernmost portion of Ootsdam Drive. The proposed Project will be required to improve the adjacent sidewalk/curb/gutter to City Standards, which will ensure that future development will not adversely impact pedestrian facilities.

The City of San Jacinto existing and proposed bicycle facilities are shown on Figure XVII-1, which has been extracted from the City of San Jacinto General Plan. As shown on Figure XVII-1, there are planned Class III Bike Route along Kirby Street, but no bike lanes or routes exist within the vicinity of the project site at present. The only major Class I bikeway in the City is located along the Ramona Expressway. Thus, bike paths are not anticipated to be interrupted by the construction of any off-site improvement. The project area is currently served by Riverside Transit Agency (RTA). The nearest stop in the vicinity of the project site is at the intersection of Kirby Street and Whispering Bells Road about 0.4 mile from the southwest corner of the project site, which connects the project area with other routes in the region available through RTA. The transit routes within the City are illustrated on Figure XVII-2. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. The proposed Project is not anticipated to create a significant new demand for transit service. Furthermore, the proposed Project would not impact existing transit routes. As such, it is not anticipated that the proposed Project will result in a significant increase in demand for alternative transportation systems, and will be adequately served by existing systems in the vicinity of the project site. Finally, the Project will involve site improvements and improvements to the adjacent sidewalk and roadway.

*Construction*

During construction, there is a potential to conflict with circulation in the project area as a result of the addition of construction traffic on area roadways. While this impact is temporary—only for the 10-month duration of construction—implementation of the proposed Project would require implementation of a traffic management plan to ensure that site access and City circulation would not be adversely impacted. Thus, the proposed Project shall be required to implement the following mitigation measure to ensure that the circulation within the City and project area is not adversely impacted by construction traffic:

- TRAN-1** *The construction contractor will provide adequate traffic management resources, as determined by the City. The City shall require a construction traffic management plan that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during construction. The traffic management plan shall be prepared and approved by the City prior to initiation of construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes as directed by the City; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; designating parking and construction staging areas that would not conflict with the City's operations nor prevent access to adjacent roadways; adopting an emergency response and evacuation plan applicable to the*

***duration of construction; and, at the end of each construction day the site and adjacent roadways shall be prepared for continued utilization without any significant roadway hazards remaining.***

#### Conclusion

With the implementation of the above mitigation measure, the proposed Project would not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, with the implementation of MM **TRAN-1**, above.

Thus, the proposed Project is anticipated to have a less than significant potential to conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts are therefore considered less than significant.

- b. *Less Than Significant With Mitigation Incorporated* – Senate Bill 743 mandates that California Environmental Quality Act (CEQA) guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Traveled (VMT) for transportation impact evaluation. For the purposes of this analysis the recommended VMT analysis methodology and thresholds identified within the Technical Advisory and the City's new analysis methodology have been used to model VMT impacts. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December of 2018) (Technical Advisory). Based on OPR's Technical Advisory, the City of San Jacinto has prepared their *City of San Jacinto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) (City Guidelines). This analysis has utilized the City Guidelines for the review of applicable VMT screening criteria.

#### *VMT Screening*

The City's Guidelines list standardized screening methods for Project level VMT analysis that can be used to identify when a proposed land use development project is anticipated to result in a less than significant impact thereby eliminating the need to conduct a full VMT analysis. The City of San Jacinto utilizes the Western Riverside Council of Governments (WRCOG) VMT Screening Tool (Screening Tool). The Screening Tool allows users to select an assessor's parcel number (APN) to determine if a project's location meets one or more of the screening thresholds for land use projects identified in the City Guidelines. The City of San Jacinto VMT screening types, as described within the City Guidelines, which are listed below and analyzed on the basis of applicability for this Project. A land use project need only to meet one of the screening thresholds, described below, to result in a less than significant impact.

- **Step 1: Transit Priority Area (TPA) Screening**

- The Technical Advisory and City Guidelines describe those projects located within a Transit Priority Area (TPA) (i.e., within 1/2 mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor") may be presumed to have a less than significant impact absent substantial evidence to the contrary. However, the presumption may not be appropriate if a project:
  - Has a Floor Area Ratio (FAR) of less than 0.75;
  - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking);
  - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization); or
  - Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

- The Screening Tool was utilized to locate the project site and its proximity to a TPA. Results as shown in Attachment A identify the project site is not located within 1/2 mile of an existing major transit stop, or along a high-quality transit corridor.
- *TPA screening threshold is not met.*
- **Step 2: Low VMT Area Screening**
  - The City Guidelines state that, “residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.” The Screening Tool uses the sub-regional Riverside County Model (RIVCOM) to measure VMT performance within individual traffic analysis zones (TAZ’s) within the WRCOG region. The project’s physical location is evaluated in the Screening Tool to determine VMT generated by the existing TAZ as compared to the City Guidelines’ recommended impact threshold of project generated VMT per service population below the WRCOG Subregional VMT per service population. The WRCOG Subregional VMT per service population was calculated using RIVCOM travel demand model resulting in a WRCOG Subregional average 34.62 VMT per service population.

The parcel containing the proposed Project was selected and the Screening Tool was run for the Origin-Destination VMT per service population measure of VMT. Based on the Screening Tool results (see Attachment A), the Project TAZ is shown to generate a VMT per service population of 15.9. The Project is located in a low VMT area below the WRCOG Subregional VMT per service population.

- *Low VMT Area screening criteria is met.*
- **Step 3: Project Type Screening**
  - The City Guidelines indicates for small projects that generate low traffic volumes (i.e., fewer than 500 daily trips) and by association low greenhouse gas (GHG) emissions are also assumed to cause a less than significant impact. Trips generated by the Project’s proposed land use have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. The Project is estimated to generate 718 vehicle trip-ends per day. The Project exceeds the 500 daily trip thresholds.

Also, the City Guidelines identify that local serving retail buildings with less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, religious assembly uses, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. The proposed Project does not intend to develop any local serving uses.

- *Project Type screening criteria is not met.*

### Conclusion

In summary, the proposed Project was evaluated consistent with the available screening criteria. The proposed Project was found to meet the Low VMT Area screening criteria. The proposed Project would thus result in a less than significant impact for VMT and therefore would have a less than significant potential to conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

- c. *Less Than Significant Impact* – The proposed Project will occur entirely within the project site boundaries, as site access is already provided along Kirby Street in support of the existing residential and grazing land. Large trucks delivering equipment or removing small quantities of excavated dirt or debris can enter the site without major conflicts with the flow of traffic on the roadways used to access the site. Primary access to the site, in future, will occur along Ivy Crest Drive, and new entrances along Ootsdam Drive and Kirby Street. Internal roadways will be developed once the



proposed subdivision is approved and the site is developed. The future design of driveways, internal roadways, and intersections will be based on City Code, which sets the standard for such design. As the proposed Project will be designed to avoid impacting major roadways, site access has been designed such that no increase in hazards due to a geometric design feature or incompatible uses would occur, and as such future construction traffic is not anticipated to result in any conflicts with the surrounding roadways. Additionally, the proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City and the County, as well as the police and fire departments. In the long term, impacts to any hazards or incompatible uses in existing or planned roadways are anticipated to be less than significant. Operation of the proposed Project would be similar to the surrounding uses, and the design of the proposed Project would not create any hazards to surrounding roadways. Thus, any impacts are considered less than significant without the need for added mitigation.

- d. *Less Than Significant With Mitigation Incorporated* – Project site access will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. In future, primary access to the site will occur along Ivy Crest Drive, and new entrances along Oostdam Drive and Kirby Street. The proposed Project will require some offsite improvements, including sidewalks, improved roadway pavement along Kirby Street, Ivy Crest Drive and Oostdam Drive. Additionally, offsite utility improvements would ultimately include a new storm drain located within Oostdam Drive and Ivy Crest Drive along the site boundaries, as well as a new sewer connection and pipeline that will connect to an existing sewer pipeline within Ivy Crest Drive, and will travel along the project site boundary within Oostdam Drive. Additionally, existing power poles along Kirby Street would be removed and cables under 66kv, including communication cables, would be undergrounded as part of future development. Construction within and adjacent to these roadways may require partial lane closure; however, the developer will be required to ensure that each roadway can still operate during future construction activities. In order to accomplish this, the proposed Project will require implementation of a traffic management plan in order to comply with the City of San Jacinto and the County of Riverside. As such, to mitigate the potential impacts to traffic flow and adequate emergency access, MM **TRAN-1**, provided under issue XVII(a), above, would be required. Ultimately, access to the site must comply with the MM **TRAN-1**, and additionally, access to the site must comply with all City design standards, and would be reviewed by the City to ensure that inadequate design features or incompatible uses do not occur. The proposed Project would be required to comply with all applicable fire code and ordinance requirements for construction and access to the site. Emergency response and evacuation procedures would be coordinated with the City, as well as the police and fire departments. Thus, because of the lack of adverse impact on local circulation there is a less than significant potential to impact emergency access during future construction or operation of the proposed Project with the implementation of mitigation. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XVIII. TRIBAL CULTURAL RESOURCES:</b> Would the project cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe, and that is:				
a) 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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

SUBSTANTIATION: Please refer to the discussion under Subsection V, Cultural Resources.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Impacts to Tribal Cultural Resources from construction and operation of the proposed Project, as described herein, are presented below.

#### Tribal Cultural Resources: Definition

A Tribal Resource is defined in the Public Resources Code section 21074 and includes the following:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe that are either of the following: included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in subdivision (k) of Section 5020.1;
- 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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance of the resources to a California American tribe;
- A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape;
- A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a "non-unique archaeological resource" as defined in subdivision (h) of Section 21083.2 may also be a tribal resource if it conforms with the criteria of subdivision (a).

Impact Analysis

a&b. *Less Than Significant With Mitigation Incorporated* – The City of San Jacinto initiated AB 52 consultation with the seven tribes that have requested to be notified of future projects within the City pursuant to AB 52: Soboba Band of Luiseño Indians, Torres Martinez Desert Cahuilla Indians, San Manuel Band of Mission Indians, Morongo Band of Mission Indians, Pechanga Band of Mission Indians, Rincon Band of Luiseño Indians, and the Agua Caliente Band of Cahuilla Indians. Notification of the proposed Project was provided to the tribes and the only tribe the requested consultation under AB 52 was the Soboba Band of Luiseño Indians. The Soboba Band of Luiseño Indians have requested the inclusion of MM **CUL-2**, outlined in the Subsection V, Cultural Resources, in addition to MM **TRC-1**, below. Thus, as a result of the consultation with the tribes, the following mitigation measure has been agreed to by the City of San Jacinto:

**TRC-1** *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.*

Please refer to MM **CUL-2** for the additional mitigation requested by the Soboba Band of Luiseño Indians. With the incorporation of these mitigation measures, the proposed Project has a less than significant potential to cause a substantial change in the significance of tribal cultural resources, 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 the California Native American tribe and that is either **a)** 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 **b)** 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. No further mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XIX. UTILITIES AND SERVICE SYSTEMS:</b> Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Utilities and Service Systems impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

#### a. Water

*Less Than Significant Impact* – Water will be provided by Eastern. Water service is available through a connection located adjacent to the project site. As previously stated under Section X, Hydrology and Water Quality, Eastern's Urban Water Management Plan (2020) identifies sufficient water resources to meet demand in its service area. The anticipated available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed Project without requiring the construction of new water facilities beyond those that would be developed in future within the site to serve future residences. Given that the proposed Project would not result in any significant and unavoidable impacts under any issue, the future development of internal water supply infrastructure is considered to be standard, and would not result in any significant impacts. As no other water infrastructure is anticipated to be required to serve the proposed Project, no significant environmental effects related to the relocation or construction of new or expanded water facilities would result. Impacts are less than significant.

### Wastewater

*Less Than Significant Impact* – Wastewater collection will be provided by Eastern Municipal Water District and the project site will be connected to the sewer main adjacent to the project site. Municipal wastewater is delivered to one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater per day. Eastern is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes portions of the City of San Jacinto. As such, the proposed Project would connect to Eastern's existing wastewater collection system within the adjacent roadway, and would install an internal wastewater collection system to treat sewage generated by future residents, the development of which is not anticipated to cause a significant impact. This is because Eastern's San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF) treats approximately 7 MGD of wastewater and has capacity of 14 MGD. As the proposed Project is estimated to generate approximately 46,779 gallons per day of wastewater (refer to the discussion under issue XIX(c), below), which represents less than about 0.67 percent of the 7 MGD available wastewater treatment capacity at the SJVRWRF, the proposed Project is anticipated to be served with adequate capacity by Eastern's existing wastewater treatment system. Therefore, the proposed Project would not result in a significant environmental effect related to the relocation or construction of new or expanded wastewater facilities. Impacts are less than significant.

### Stormwater

*Less Than Significant Impact* – The surface runoff from the site, nonpoint source storm water runoff, will be managed in accordance with the WQMP as discussed in the Hydrology and Water Quality Section (Section X) of this Initial Study. Onsite flows will be collected at the northwestern corner of the project site within the planned retention basin developed within the site. This system will be designed to capture the peak 100-year flow runoff from the project site or otherwise be detained on site and discharged in conformance with Riverside County requirements. The proposed Project includes the installation of a storm drain to connect to the City's existing infrastructure (shown on Figure 3). Therefore, surface water will be adequately managed through the installation of an internal stormwater collection system, the future development of which is not anticipated to cause a significant impact. Thus, the proposed Project would not result in a significant environmental effect related to the relocation or construction of new or expanded stormwater facilities. Impacts are less than significant.

### Electric Power

*Less Than Significant Impact* – SCE will provide electricity to the site and the power distribution system located adjacent to the site will be able to supply sufficient electricity. The effort to connect to the existing electrical system, and to install electricity connections within the project site to serve future residents with electricity is not anticipated to result in significant impacts, as evidenced by the discussions in preceding sections. Therefore, the proposed Project would not result in a significant environmental effect related to the relocation or construction of new or expanded electric power facilities. Impacts are less than significant.

### Natural Gas

*Less Than Significant Impact* – Natural gas, if required, will be supplied by Southern California Gas. The site will connect to the existing natural gas line adjacent to the project site. The effort to connect to the existing gas line within the adjacent roadway, and to install natural gas lines within the site to serve future residents of the project site with natural gas, should it be determined to be required, is not anticipated to result in significant impacts, as evidenced by the discussions in preceding sections. Therefore, the proposed Project would not result in a significant environmental effect related to the relocation or construction of new or expanded natural gas facilities. Impacts are less than significant.

Telecommunications

*Less Than Significant Impact* – The proposed Project would require a connection to telecommunication services, such as wireless internet service and phone service. This can be accomplished through connection to existing services that are available to the developer at the project site. Additionally, telecommunication service is available at the project site at present in service of the existing single-family residences. Therefore, the proposed Project would not result in a significant environmental effect related to the relocation or construction of new or expanded telecommunications facilities. Impacts are less than significant.

- b. *Less Than Significant Impact* – Please refer to the discussion under Hydrology, Section X(b) above. The Project proposes the subdivision of an 18.5-acre parcel to enable the development of 76 single-family residences within the City of San Jacinto. The proposed single-family residential Project that will consist of 76 dwelling units, is anticipated to demand about 36.9 AFY of water from Eastern. The available water supply within Eastern's retail service area is anticipated to be greater than the demand for water in the future, which indicates that Eastern has available capacity to serve the proposed Project. As such, given that Eastern's 2020 Urban Water Management Plan indicates that the District anticipates sufficient water supply will be available to serve the proposed Project's daily/annual demand, the proposed Project would have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts under this issue are considered less than significant.
- c. *Less Than Significant Impact* – Municipal wastewater is delivered to the one of Eastern's five regional water reclamation facilities which treat 46 million gallons of wastewater per day (MGD). Eastern is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes portions of the City of San Jacinto, California. Eastern's SJVRWRF treats approximately 7 MGD of wastewater and has capacity of 14 MGD. Based on a sewer generation rate of 179.92 gallons per day per capita<sup>17</sup>, the Project is estimated to generate approximately 47,319 gallons per day of wastewater ( $263 \times 179.92 = 47,319$  GPD) beyond that which is generated by the present single-family residential use within the site. This represents less than about 0.67 percent of the 7 MGD available wastewater treatment capacity at the SJVRWRF. Furthermore, given that there are commercial and industrial uses served by Eastern for wastewater collection, the consideration of wastewater generated on gallons per capita per day basis tends to overestimate demand for residential uses. Regardless, given the available capacity at the SJVRWRF, it is anticipated that the Eastern has available capacity to accommodate the anticipated wastewater generated from the future residences to be developed on the site. As such, it is anticipated that there will be available capacity to accommodate the demand generated by the proposed Project. Impacts under this issue are less than significant.
- d&e. *Less Than Significant Impact* – The proposed Project will generate demand for solid waste service system capacity and has a potential to contribute to potentially significant cumulative demand impacts on the solid waste system. According to the California Department of Resources and Recycling (CalRecycle) Jurisdiction Per Capita Disposal Trend Profile for the City of San Jacinto (2016-2021),<sup>18</sup> San Jacinto residents generated an average of about 4.04 pounds of waste per resident per day between 2016 and 2021. It is estimated that the 76 single-family residences that would be developed as part of the proposed Project would generate about 1,062.5 pounds per day or 193.9 tons per year ( $4.04 \times 263 \times 365 = 387,820$  pounds per year / 2,000 = 193.9 tons per year) beyond that which is generated by the existing residential use at the project site. The proposed Project also must comply with the City's mandatory source reduction and recycling program, while mandates 50% of solid waste be diverted and recycled per the state's solid waste diversion requirements under AB 939. Additionally, as this Project would be developed after 2022, future residents would be required to comply with SB1383, otherwise known as "California's Short-Lived Climate Pollutant Reduction" law, often called SB 1383, which establishes methane reduction targets for California. California SB 1383

<sup>17</sup> <https://www.emwd.org/wastewater-service>

<sup>18</sup> <https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/ReviewReports>

sets goals to reduce disposal of organic waste in landfills, including edible food.<sup>19</sup> The bill's purpose is to reduce greenhouse gas emissions, such as methane, and address food insecurity in California. This requires jurisdictions to implement mandatory organic waste collection and recycling in a statewide effort to divert organic waste from landfills with goals to:

- Reduce organic waste disposal 50% by 2020 and 75% by 2025
- Recover at least 20% of currently disposed surplus edible food by 2025

As such, much of the waste generated by future residents of the proposed Project will be required to be diverted from landfills, and as such, the amount of waste generated by the proposed Project that would end up in landfills is at least half of the tonnage quoted above. Descriptions of the primary disposal facilities to which waste generated within the City would be hauled and their capacity are summarized below.

El Sobrante Sanitary Landfill is located at 10910 Dawson Canyon Road east of Interstate 15 in the Gavilan Hills. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of August 1, 2047. The site is currently permitted to a capacity of 6,229,670 cubic yards with a remaining capacity of 3,834,470 cubic yards and permitted throughput of 400 tons per day.<sup>20</sup>

Badlands disposal site is located at 31125 Ironwood Ave, Moreno Valley 92373. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of January 1, 2059. The site is currently permitted to a capacity of 82,300,000 cubic yards with a remaining capacity of 7,800,000 cubic yards and permitted throughput of 5,000 tons per day.<sup>21</sup>

Lamb Canyon disposal site is located on Lamb Canyon Road three miles south of Beaumont 92223. According to the State of California's Solid Waste Information System, the landfill is active and permitted with a projected closure date of April 1, 2032. The site is currently permitted to a capacity of 39,681,513 cubic yards with a remaining capacity of 19,242,950 cubic yards and permitted throughput of 5,000 tons per day.<sup>22</sup>

In addition to operational waste, the proposed Project would generate construction waste from the demolition of the existing structures onsite, and the adjacent concrete and asphalt. Any construction and demolition (C&D) waste will be recycled to the maximum extent feasible and any residual materials will be delivered to one of several C&D disposal sites in the area surrounding the project site. Many of these C&D materials can be reused or recycled, thus prolonging the supply of natural resources and potentially saving money in the process. The proposed Project would require demolition that is anticipated to generate C&D waste. As such, it is assumed that about 300 15-yard dumpsters or about 115 40-yard dumpsters would be required in a given year in support of the construction and demolition efforts anticipated to be required to develop the Kirby Street Project. Construction waste reduction/diversion would be the focus of recycling/reuse. Because of increased construction recycling efforts resulting from CalGreen and other regulations, opportunities for construction recycling are becoming easier to find as there are many located within the County of Riverside according to CalRecycle. These facilities accept materials such as: appliances, cardboard, metals, wood, asphalt, concrete, soil, block rock, brick, carpet and padding, concrete with rebar, drywall, gravel, rock, roof tile, and tile. The facilities that accept C&D materials, combined with the landfills in the surrounding area, have adequate capacity to serve the proposed Project construction and operation. Solid waste will be disposed of in accordance with existing regulations at an existing licensed landfill, such as the Lamb Canyon Landfill.

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<sup>19</sup> <https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>

<sup>20</sup> <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2256?siteID=2402>

<sup>21</sup> <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367>

<sup>22</sup> <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

Any hazardous materials collected on the project site during either construction or operation of the Project will be transported and disposed of by a permitted and licensed hazardous materials service provider. Therefore, the proposed Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes. To further reduce potential impacts to solid waste facilities due to the large scale of the materials that may require disposal or recycling, the following mitigation measure will be implemented:

***UTIL-1 The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The developer shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.***

Therefore, with the above mitigation measure, the proposed Project is expected to comply with all regulations related to solid waste under federal, state, and local statutes and be served by a landfill(s) with sufficient permitted capacity to accommodate the future development's solid waste disposal needs. No further mitigation is necessary.



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XX. WILDFIRE:</b> If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## SUBSTANTIATION

### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Wildfire impacts from construction and operation of the proposed Project, as described herein, are presented below.

### Impact Analysis

- a. *Less Than Significant Impact* – The project site is not located within a Very High Fire Hazard Severity Zone in a Local Responsibility Area (LRA) or State Responsibility Area (SRA), shown on Figure XX-1. Please review the discussion under Subchapter IX(g), Hazards and Hazardous Materials. The project site is located within an area containing residential uses, and vacant land adjacent to the project site. The project site is not located in a Wildland Fire Protection Agreement Area and it does not contain a heavy fuel load at present because the site currently contains an existing residence that supports grazing use. Thus, vegetation within the project site is minimal beyond that which is in place in support of the grazing land and landscaping within the project site. Refer to the aerial view of the project site provided as Figure 2 for a review of the vegetation within the project site.

The City of San Jacinto, in addition to the Riverside County Fire Department, review all proposed Projects and provides conditions of approval for setbacks; building and fire sprinkler requirements; roofing design and material and construction requirements, fuel modification; and other measures, as appropriate, to reduce the risk to the development and surrounding uses to fire hazards. Furthermore, given the suburban residential setting within which the project site is located and the separation from the mountains by both development and local roadways, it is not anticipated that future development within the project site would substantially impair an adopted emergency response or evacuation plan. Furthermore, the proposed Project would improve surrounding roadways to provide access to the project site, which would enhance emergency access in the project area.

- b. *Less Than Significant Impact* – The project site is characterized by essentially flat topography that has been disturbed by the existing and past use of the site in support of the existing residential and grazing uses at the site. The project site is currently occupied by an existing residence, accessory structures, and grazing land support structures with much of the open space on the site consisting of compacted dirt and minimal vegetation. The potential for significant exposure of site occupants to pollutant concentrations from a wildfire would be minimal. The site itself is not anticipated to be exposed to wildfire, particularly once developed because the site will be cleared, which will minimize fire risk, and furthermore, the site is not located within a high or very high fire hazard severity zone. Based on the site location set away from the nearby mountains and hills where fire risk within and adjacent to the City is greatest, and the condition of the site and surrounding area, the proposed Project will have a less than significant potential to exacerbate wildfire risks, and thereby expose future site occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire. No mitigation is required.
- c. *Less Than Significant Impact* – The proposed Project will require infrastructure in support of the future residential development as follows: a potable water connection to the Eastern Municipal Water District's service area; a wastewater connection to the sewer main; electricity provided by SCE will require a connection to power lines in the adjacent roadway; a connection to the City stormwater system through a new storm water collection line; and, a possible connection to the existing natural gas line in the roadways adjacent to the project site. This portion of the City of San Jacinto is developed, but contains some adjacent vacant land. Generally, the site is surrounded by residential development in all directions except for a few vacant parcels located directly adjacent to the project site. Therefore, the proposed Project would not have a significant potential to exacerbate wildfire risk or to result in temporary or ongoing impacts to the environment. Impacts under this issue are considered less than significant.
- D. *Less Than Significant Impact* – The discussion under Section VII, Geology and Soils, concluded that the proposed Project would not have a significant potential to experience landslides or slope instability. Once constructed, the project site will remain essentially flat, and the drainage will be managed in an efficient manner that would not expose people or structures to significant risk. Furthermore, as discussed under Section X, Hydrology and Water Quality, the project is not located in an area containing a significant flood hazard, and the project site is anticipated to remain stable should a wildfire occur at or near the project site. As discussed above, the project site is not anticipated to be exposed to substantial fire risk because of the lack of fuel to spread wildfire surrounding the site. Therefore, the future development of the proposed Project at this site is anticipated to have a less than significant potential to expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. No mitigation is required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE:</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**SUBSTANTIATION:** The analysis in this Initial Study and the findings reached indicate that the proposed Project can be implemented without causing any new Project specific or cumulatively considerable unavoidable significant adverse environmental impacts. Mitigation is required to control certain potential environmental impacts of the proposed Project to a less than significant impact level. The following findings are based on the detailed analysis contained within this Initial Study of all environmental topics and the implementation of the mitigation measures identified in the previous text and summarized following this section.

#### Project Description

The proposed Project includes the subdivision of one 18.5-acre parcel via a tentative tract map (TTM 38339), the future construction of 76 single-family detached residences, internal roadways, and a detention basin, as shown in Figure 3, the Site Plan. Cumulative impacts to which the proposed Project, as described herein, may contribute, are presented below.

#### Impact Analysis

- a. *Less Than Significant With Mitigation Incorporated* – The proposed Project has no potential to cause a significant impact on any biological or cultural resources. The proposed Project has been identified as having no potential to degrade the quality of the natural environment, substantially reduce 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, or reduce the number or restrict the range of a rare or endangered plant or animal. Construction of the proposed Project requires mitigation to address BUOW preconstruction surveys and to protect nesting birds, which is anticipated to ensure that impacts occurring as a result of implementation of the proposed Project would be less than significant. Based on the historic disturbance of the site, and its current disturbed condition, the potential for impacting cultural resources is low. The Cultural Resources Report (Appendix 3) determined that no cultural resources of importance were found at the project site, so it is not anticipated that any resources could be affected by the proposed Project because no cultural resources are known to exist within the project site. However, because it is not known what could be

accidentally unearthed upon any excavation activities, contingency mitigation measures are provided to ensure that, in the unlikely event that any resources are found, they are protected from any potential impacts. Please see biological and cultural sections of this Initial Study.

- b. *Less Than Significant With Mitigation Incorporated* – Based on the analysis in this Initial Study, the proposed Project has the potential to cause impacts that are individually or cumulatively considerable. The proposed Project would result in the ultimate development of 76 single-family residential units that would contribute to cumulative impacts as a result of the resources required to support the demands of the future residents of the site. However, the proposed Project's contribution to such cumulative impacts would not be cumulatively considerable. The issues of Air Quality, Biology, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level and ensure that cumulative effects are not cumulatively considerable. All other environmental issues were found to have no significant impacts without implementation of mitigation. The potential cumulative environmental effects of implementing the proposed Project have been determined to be less than considerable and thus, would result in a less than significant cumulative impact.
- c. *Less Than Significant With Mitigation Incorporated* – The proposed Project includes activities that have a potential to cause direct substantial adverse effects on humans. The issues of Air Quality, Geology and Soils, Hazards and Hazardous Materials, and Noise require the implementation of mitigation measures to reduce human impacts to a less than significant level. All other environmental issues were found to have no significant impacts on humans without implementation of mitigation. The potential for direct human effects from implementing the proposed Project have been determined to be less than significant with mitigation.

### Conclusion

This document evaluated all CEQA issues contained in the Initial Study Checklist form. The evaluation determined that either no impact or less than significant impacts would be associated with the issues of Aesthetics, Agricultural and Forestry Resources, Greenhouse Gas Emissions, Land Use and Planning, Mineral Resources, Population/Housing, Public Services, Recreation, and Wildfire. The issues of Air Quality, Biology, Cultural Resources, Energy, Geology and Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems require the implementation of mitigation measures to reduce impacts to a less than significant level. The required mitigation has been proposed in this Initial Study to reduce impacts for these issues to a less than significant impact.

Based on the findings in this Initial Study, the City of San Jacinto proposes to adopt a Mitigated Negative Declaration (MND) for the Kirby Street Project: TTM No. 38339. A Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) will be issued for this Project by the City. The Initial Study and NOI will be circulated for 30 days of public comment. At the end of the 30-day review period, a final MND package will be prepared and it will be reviewed by the City for possible adoption at a future Council/Planning Commission meeting, the date for which has yet to be determined. If you or your agency comments on the MND/NOI for this Project, you will be notified about the meeting date in accordance with the requirements in Section 21092.5 of CEQA (statute).

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Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino*, (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors*, (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

## SUMMARY OF MITIGATION MEASURES

### Air Quality

- AQ-1 The development of the project site shall be required to comply with South Coast Air Quality Management District Rule 403 – Fugitive Dust. This rule is intended to reduce the amount of particulate matter entrained in the ambient air as a result of anthropogenic (human-made) fugitive dust sources by requiring actions to prevent, reduce, or mitigate fugitive dust emissions. Rule 403 applies to any activity or human-made condition capable of generating fugitive dust. Applicable dust suppression requirements from Rule 403 are summarized below.
- Nontoxic chemical soil stabilizers shall be applied according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
  - Active sites shall be watered at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
  - All trucks hauling dirt, sand, soil, or other loose materials shall be covered, or at least 0.6 m (2 ft) of freeboard (vertical space between the top of the load and top of the trailer) maintained in accordance with the requirements of California Vehicle Code (CVC) Section 23114.
  - Construction access roads shall be paved at least 30 m (100 ft) onto the site from the main road.
  - Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.
- AQ-2 Exhaust Emissions Control. The following measures shall be incorporated into project plans and specifications for implementation:
- Utilize off-road construction equipment that has met or exceeded the maker's recommendations for vehicle/equipment maintenance schedule.
  - Contactors shall utilize Tier 4 or better heavy equipment.
  - Enforce 5-minute idling limits for both on-road trucks and off-road equipment.
- AQ-3 Development of the project site shall be required to use electric or alternative fueled construction equipment where technically feasible and/or commercially available, where the electric or alternatively fueled equipment can perform adequately when compared to gasoline or diesel fueled equipment.
- AQ-4 Development of the project site shall be required to utilize "Super-Compliant" low VOC paints which have been reformulated to exceed the regulatory VOC limits put forth by SCAQMD's Rule 1113. Super-Compliant low VOC paints shall be no more than 10g/L of VOC. Alternatively, Future AGSP Development may utilize building materials that do not require the use of architectural coatings. This measure will apply to all future projects
- AQ-5 Development of the project site shall be required to sweep all streets at least once a day using SCAQMD Rule 1186 certified street sweepers if visible soil materials are carried to adjacent streets.
- AQ-6 The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The developer shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.
- AQ-7 The developer shall require that all building structures meet or exceed 2020 Title 24, Part 6 Standards and meet Green Building Code Standards.
- AQ-8 The developer shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards.

- AQ-9 The developer shall require that a water-efficient irrigation system be installed that conforms to the requirements of City codes.
- AQ-10 The developer shall require that ENERGY STAR-compliant appliances are installed on-site.
- AQ-11 The developer shall require that high-efficiency lighting be installed that is at least 34% more efficient than standard lighting.
- AQ-12 No wood burning devices shall be installed in any dwelling units, consistent with SCAQMD Rule 445.

### **Biological Resources**

- BIO-1 Pre-construction surveys for BUOW should be conducted no more than 3 days prior to commencement of Project-related ground disturbance to verify that BUOW remain absent from the project area.
- BIO-2 If burrowing owl are discovered within the project footprint during construction activities, a site-specific BUOW protection and/or passive relocation plan shall be prepared to determine suitable buffers and/or artificial burrow construction locations to minimize impacts to this species. If a BUOW is found on-site at the time of construction, all activities likely to affect the animal(s) shall cease immediately and regulatory agencies shall be contacted to determine appropriate management actions.
- BIO-3 The State of California prohibits the "take" of active bird nests. To avoid an illegal take of active bird nests, any grubbing, brushing or tree removal should be conducted outside of the State identified nesting season (typically February 1 through September 1). Alternatively, nesting bird surveys shall be conducted by a qualified avian biologist no more than three (3) days prior to vegetation clearing or ground disturbance activities. Preconstruction surveys shall focus on both direct and indirect evidence of nesting, including nest locations and nesting behavior. The qualified avian biologist will make every effort to avoid potential nest predation as a result of survey and monitoring efforts. If active nests are found during the preconstruction nesting bird surveys, a Nesting Bird Plan (NBP) shall be prepared and implemented by the qualified avian biologist. At a minimum, the NBP shall include guidelines for addressing active nests, establishing buffers, ongoing monitoring, establishment of avoidance and minimization measures, and reporting. The size and location of all buffer zones, if required, shall be based on the nesting species, individual/pair's behavior, nesting stage, nest location, its sensitivity to disturbance, and intensity and duration of the disturbance activity. To avoid impacts to nesting birds, any grubbing or vegetation removal should occur outside peak breeding season (typically February 1 through September 1).

### **Cultural Resources**

- CUL-1 In the event that cultural resources are discovered during future project activities, all work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. The archaeological professional shall assess the find, determine its significance, and make recommendations for appropriate mitigation measures within the guidelines of the California Environmental Quality Act.
- CUL-2 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 environmentally sensitive area (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.

### **Geology and Soils**

- GEO-1 Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design parameters identified in Appendix 4a (beginning on Page 6) shall be implemented by the developer. Implementation of these specific measures will address all of the identified geotechnical constraints identified at project site, including remediation to address liquefaction.
- GEO-2 Stored backfill material shall be covered with water resistant material during periods of heavy precipitation to reduce the potential for rainfall erosion of stored backfill material. If covering is not feasible, then measures such as the use of straw bales or sandbags shall be used to capture and hold eroded material on the project site for future cleanup.
- GEO-3 All exposed, disturbed soil (trenches, stored backfill, etc.) shall be sprayed with water or soil binders twice a day, or more frequently if fugitive dust is observed migrating from the project site during future construction activities.
- GEO-4 Based upon the geotechnical investigation (Appendix 4a of this document), all of the recommended design measures identified in Appendix 4a (listed on pages 7-12) shall be implemented by the developer. Implementation of these specific measures will address all of the geotechnical constraints identified at project site.
- GEO-5 Should any paleontological resources be encountered during construction, earthmoving or grading activities in the immediate area of the finds shall be halted and an onsite inspection should be performed immediately by a qualified paleontologist. Responsibility for making this determination shall be with the City's onsite inspector. The paleontological professional shall assess the find, determine its significance, and determine appropriate mitigation measures within the guidelines of the California Environmental Quality Act that shall be implemented to minimize any impacts to a paleontological resource.

### **Hazards and Hazardous Materials**

- HAZ-1 Prior to and during grading and construction, should an accidental release of a hazardous material occur, the following actions will be implemented: construction activities in the immediate area will be immediately stopped; appropriate regulatory agencies will be notified; immediate actions will be implemented to limit the volume and area impacted by the contaminant; the contaminated material, primarily soil, shall be collected and removed to a location where it can be treated or disposed of in accordance with the regulations in place at the time of the event; any transport of hazardous waste from the property shall be carried out by a registered hazardous waste transporter; and testing shall be conducted to verify that any residual concentrations of the accidentally released material are below the regulatory remediation goal at the time of the event. All of the above sampling or remediation activities related to the contamination will be conducted

under the oversight of Riverside County Certified Unified Program Agency (CUPA) Site Mitigation Unit (SMU). All of the above actions shall be documented and made available to the appropriate regulatory agencies prior to closure (a determination of the regulatory agency that a site has been remediated to a threshold that poses no hazard to humans) of the contaminated area.

- HAZ-2 A soil/methane sampling program with a minimum of one sample location per 2 acres of land shall be conducted by the developer. If the contaminant concentrations above the DTSC hazard levels occur on the project site, the exact dimensions, including volume, of soil containing this contamination shall be documented. A report verifying that the contaminated soil can be effectively blended (and how this will be accomplished on the project site) with other uncontaminated onsite soil shall be provided to the City by the developer. If there is insufficient soil for blending at the site, the contaminated soil shall be collected and disposed of at a properly licensed facility. This shall be completed prior to initiating mass grading of the site and records documenting proper management of the contaminated soil shall be provided to the City by the developer.

### **Hydrology and Water Quality**

- HYD-1 The developer shall incorporate an appropriate safety factor into the design of the retention basin that accounts for long-term saturation and potential silting of surface soils. The safety factor shall be determined with consideration of other factors considered in the storm water retention system design—specifically storm water volume estimates—and the safety factors associated with the related design components.
- HYD-2 The developer will select best management practices from the range of practices identified by the City and reduce future non-point source pollution in surface water runoff discharges from the site to the maximum extent practicable, both during construction and following development. The Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) shall be submitted to the City for review and approval prior to ground disturbance and the identified BMPs installed in accordance with schedules contained in these documents.

### **Noise**

- NOI-1 No construction activities shall occur during the hours of 7 PM through 7 AM Monday through Saturday, and no construction activities shall occur on Sunday unless emergency construction work must be performed and is authorized by the City manager or his or her designee.
- NOI-2 No radios or other sound equipment shall be used at this site unless required for emergency response by the contractor.
- NOI-3 The City shall require the developer to require that all construction equipment be operated with mandated noise control equipment (mufflers or silencers). Enforcement will be accomplished by random field inspections by applicant personnel during construction activities.
- NOI-4 Equipment not in use for five minutes shall be shut off.
- NOI-5 Equipment shall be maintained and operated such that loads are secured from rattling or banging.
- NOI-6 Construction employees shall be trained in the proper operation and use of equipment consistent with these mitigation measures, including no unnecessary revving of equipment.
- NOI-7 The City shall require the developer to establish a noise complaint response program and shall respond to any noise complaints received for this Project by measuring noise levels at the affected receptor site. If the noise level exceeds an Ldn of 60 dBA exterior or an Ldn of 45 dBA interior at the receptor, the developer will implement adequate measures (which may include



portable sound attenuation walls, use of quieter equipment, shift of construction schedule to avoid the presence of sensitive receptors, etc.) to reduce noise levels to the greatest extent feasible.

- NOI-8 All residential units located within 500 feet of the construction site shall be sent a notice regarding the construction schedule of the proposed Project. A sign, legible at a distance of 50 feet shall also be posted at the construction site. All notices and the signs shall indicate the dates and duration of construction activities, as well as provide a telephone number where residents can inquire about the construction process and register complaints.
- NOI-9 During future initiation of construction activities with heavy equipment within 200 feet of occupied residences, vibration field tests shall be conducted at the nearest occupied residences upon receipt. If vibrations exceed 72 VdB (just below the level at which vibration becomes distinctly perceptible at 75 VdB per the FTA Noise and Vibration Assessment), the construction activities shall be revised (smaller equipment, reduced activity) to reduce vibration below this threshold.

### **Transportation**

- TRAN-1 The construction contractor will provide adequate traffic management resources, as determined by the City. The City shall require a construction traffic management plan that complies with the Work Area Traffic Control Handbook, or other applicable standard, to provide adequate traffic control and safety during construction. The traffic management plan shall be prepared and approved by the City prior to initiation of construction. At a minimum this plan shall include how to minimize the amount of time spent on construction activities; how to minimize disruption of vehicle and alternative modes of transport traffic at all times, but particularly during periods of high traffic volumes as directed by the City; how to maintain safe traffic flow on local streets affected by construction at all times, including through the use of adequate signage, protective devices, flag persons or police assistance to ensure that traffic can flow adequately during construction; the identification of alternative routes that can meet the traffic flow requirements of a specific area, including communication (signs, webpages, etc.) with drivers and neighborhoods where construction activities will occur; designating parking and construction staging areas that would not conflict with the City's operations nor prevent access to adjacent roadways; adopting an emergency response and evacuation plan applicable to the duration of construction; and, at the end of each construction day the site and adjacent roadways shall be prepared for continued utilization without any significant roadway hazards remaining.

### **Tribal Cultural Resources**

- TRC-1 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.

### **Utilities and Service Systems**

- UTIL-1 The contract with demolition and construction contractors shall include the requirement that all materials that can be recycled shall be salvaged and recycled. This includes, but is not limited to, wood, metals, concrete, road base, and asphalt. The developer shall submit a recycling plan to the City for review and approval prior to the start of demolition/construction activities to accomplish this objective.

## REFERENCES

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- CalEEMod Calculations to prepare Air Quality / Greenhouse Gas
- CRM TECH, *"Phase I Historical/Archaeological Resources Survey, Tentative Tract Map No. 38339"* dated August 9, 2022
- De Novo Planning Group, *"Environmental Impact Report For The San Jacinto General Plan Update."* July 2022
- De Novo Planning Group, *"Envision San Jacinto General Plan 2040,"* November 15, 2022
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- Jacobs, *"Biological Resources Assessment, Jurisdictional Delineation Report and MSHCP Consistency Analysis for 20-Acre Kirby Street Project for TTM No. 38339"* dated August 2022
- Sladden Engineering, *"Geotechnical Investigation Proposed Residential Development, 393 South Kirby Street, APN 436-490-011, San Jacinto, California"* dated February 1, 2022
- Sladden Engineering, *"Infiltration Testing for On-Site Storm Water Management, Proposed Residential Development, 393 South Kirby Street, APN 436-490-011, San Jacinto, California"* dated February 14, 2022
- Urban Crossroads, *"Kirby Street Residential (TTM No. 38339) Traffic Analysis Scoping Agreement"* dated May 25, 2022
- Urban Crossroads, *"Kirby Street Residential (TTM No. 38339) Vehicle Miles Traveled (VMT) Screen Evaluation"* dated May 27, 2022

U.S. Department of Agriculture (USDA) Natural Resources Conservation Service Web Soil Service

## Websites

<https://scag.ca.gov/sites/main/files/file-attachments/6th-cycle-rhna-final-allocation-plan.pdf?1625161899>

<http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf?sfvrsn=2>

<http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2>

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<https://gis.water.ca.gov/app/bp-dashboard/final/>

[https://www.emwd.org/post/sustainable-groundwater-management-act#:~:text=The%20San%20Jacinto%20Groundwater%20Basin%20is%20deemed%20a%20high%20priority,Groundwater%20Sustainability%20Plan%20\(GSP\).](https://www.emwd.org/post/sustainable-groundwater-management-act#:~:text=The%20San%20Jacinto%20Groundwater%20Basin%20is%20deemed%20a%20high%20priority,Groundwater%20Sustainability%20Plan%20(GSP).)

<https://scag.ca.gov/sites/main/files/file-attachments/rhna-draft-allocations-090320-updated.pdf?1602188695>

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[https://scag.ca.gov/sites/main/files/file-attachments/sanjacinto\\_localprofile.pdf?1606013509](https://scag.ca.gov/sites/main/files/file-attachments/sanjacinto_localprofile.pdf?1606013509)

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<https://reducewaste.sccgov.org/food-recovery/understand-senate-bill-sb-1383#3925188384-318395615>

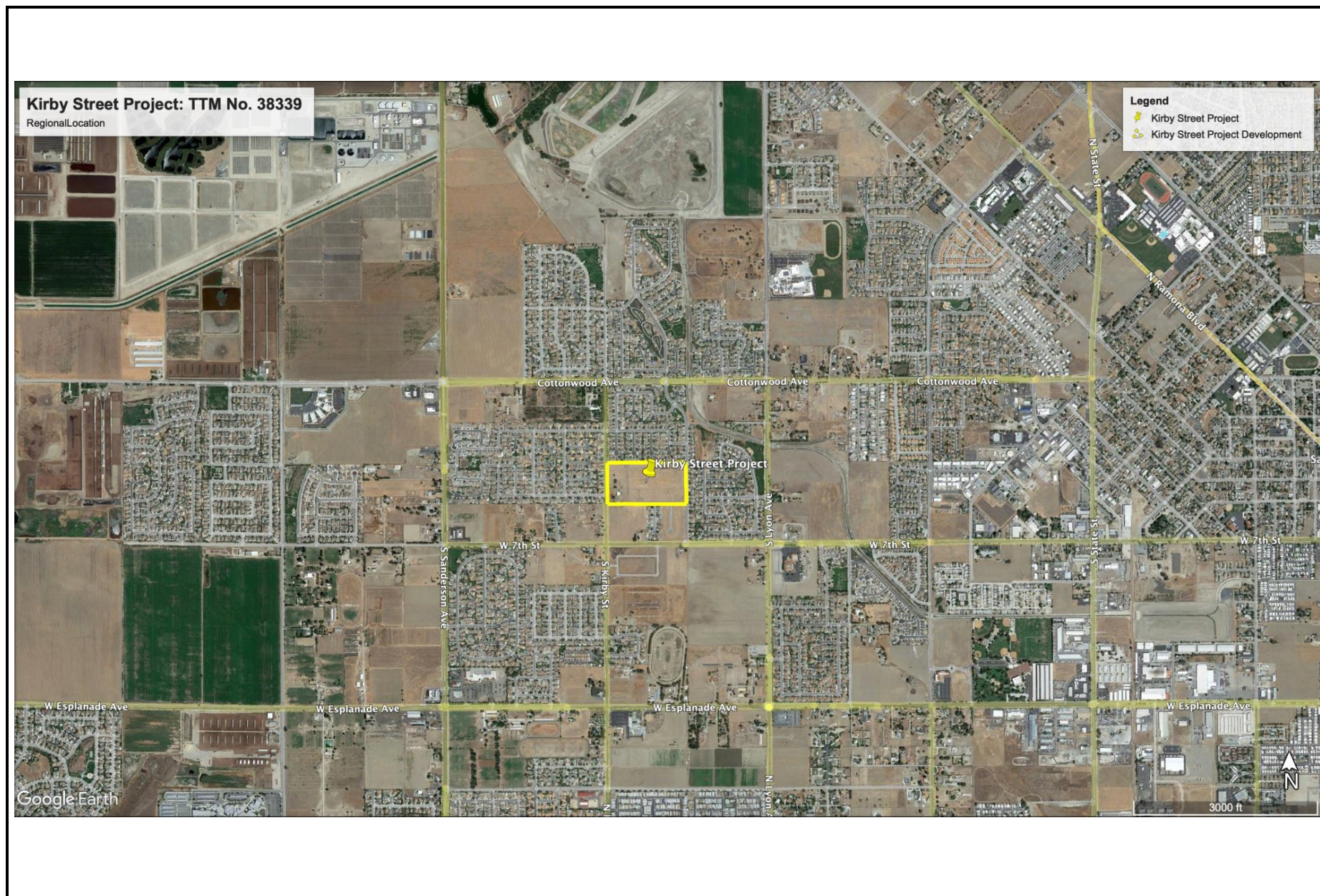
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<https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2246?siteID=2368>

**FIGURES**





**FIGURE 1**



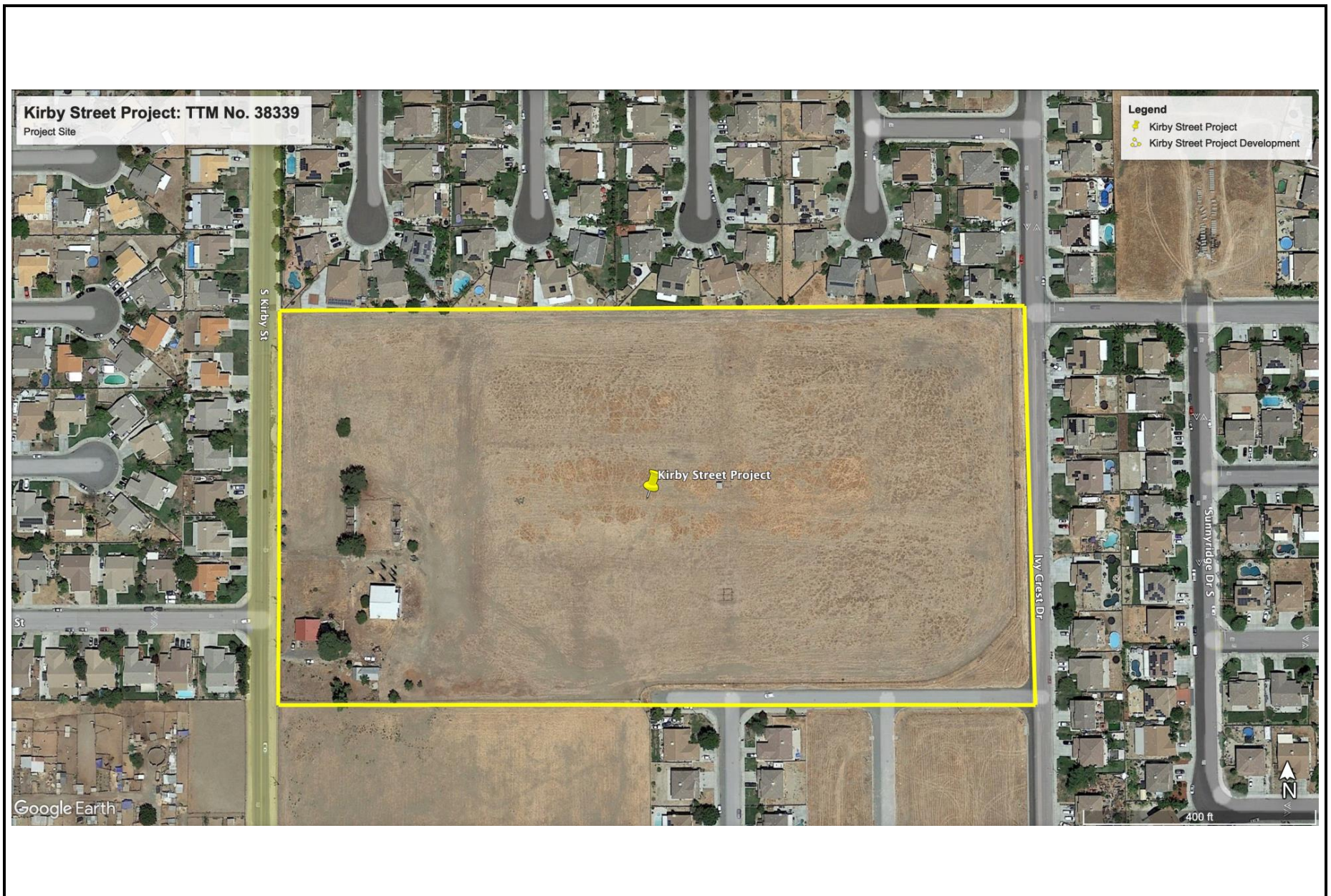
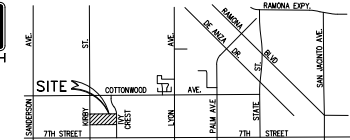


FIGURE 2

# IN THE CITY OF SAN JACINTO TENTATIVE TRACT MAP NO. 38339



VICINITY MAP  
N.T.S.

- LEGEND**
- EXISTING FIRE HYDRANT
  - EXISTING STREET LIGHT
  - EXISTING SEWER LINE
  - EXISTING WATER LINE
  - TOP OF PAVEMENT
  - PAID ELEVATION
  - ( ) EXISTING ELEVATION INFORMATION
  - PROPOSED STORM DRAIN
  - EXISTING CONTOUR
  - PROPOSED SEWER
  - FADING INFORMATION INDICATES EXISTING FEATURE
  - BUILDING SETBACK
  - 2:1 TRANSITION SLOPE

**OWNER**  
3RD AVENUE STORAGE, LLC  
32823 TEMECULA PARKWAY  
TEMECULA, CA 92592  
(951) 491-6018

**APPLICANT**  
TULLOCH HOLDINGS, LLC  
32823 TEMECULA PARKWAY  
TEMECULA, CA 92592  
(951) 491-6018

**ASSESSOR'S PARCEL NO(S).**  
436-490-011

**ADJACENT LAND USE ZONING**  
NORTH - SFR  
SOUTH - VACANT/SFR  
EAST - SFR  
WEST - SFR

**EXISTING LAND USE**  
LOW DENSITY RESIDENTIAL  
**EXISTING ZONING**  
RL

**PROPOSED LAND USE**  
LOW DENSITY RESIDENTIAL  
**PROPOSED ZONING**  
RL

**PUBLIC UTILITIES**  
SEWER - CITY OF SAN JACINTO - (951) 654-4041  
WATER - EASTERN MUNICIPAL WATER DISTRICT - (951) 628-3777  
GAS - SOUTHERN CALIFORNIA GAS COMPANY - 811  
ELECTRIC - SOUTHERN CALIFORNIA EDISON COMPANY - 811  
TELEPHONE - FRONTIER - 811  
CABLE - FRONTIER - 811

**NUMBER OF PARCELS**  
76 PLUS 1 LETTERED LOT  
LOT 'A' WATER QUALITY MITIGATION AND DETENTION BASIN.

**CONTIGUOUS OWNERSHIP**  
THIS PROPERTY REPRESENTS THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.

**SCHOOL DISTRICT**  
SAN JACINTO UNIFIED SCHOOL DISTRICT  
2545 S. SAN JACINTO AVE.  
SAN JACINTO, CA 92583  
951-628-7700

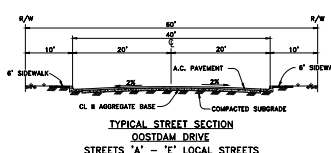
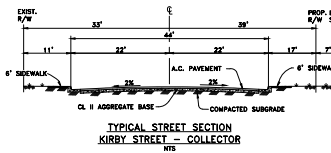
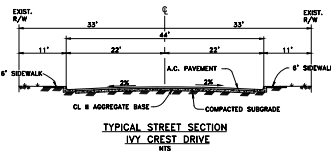
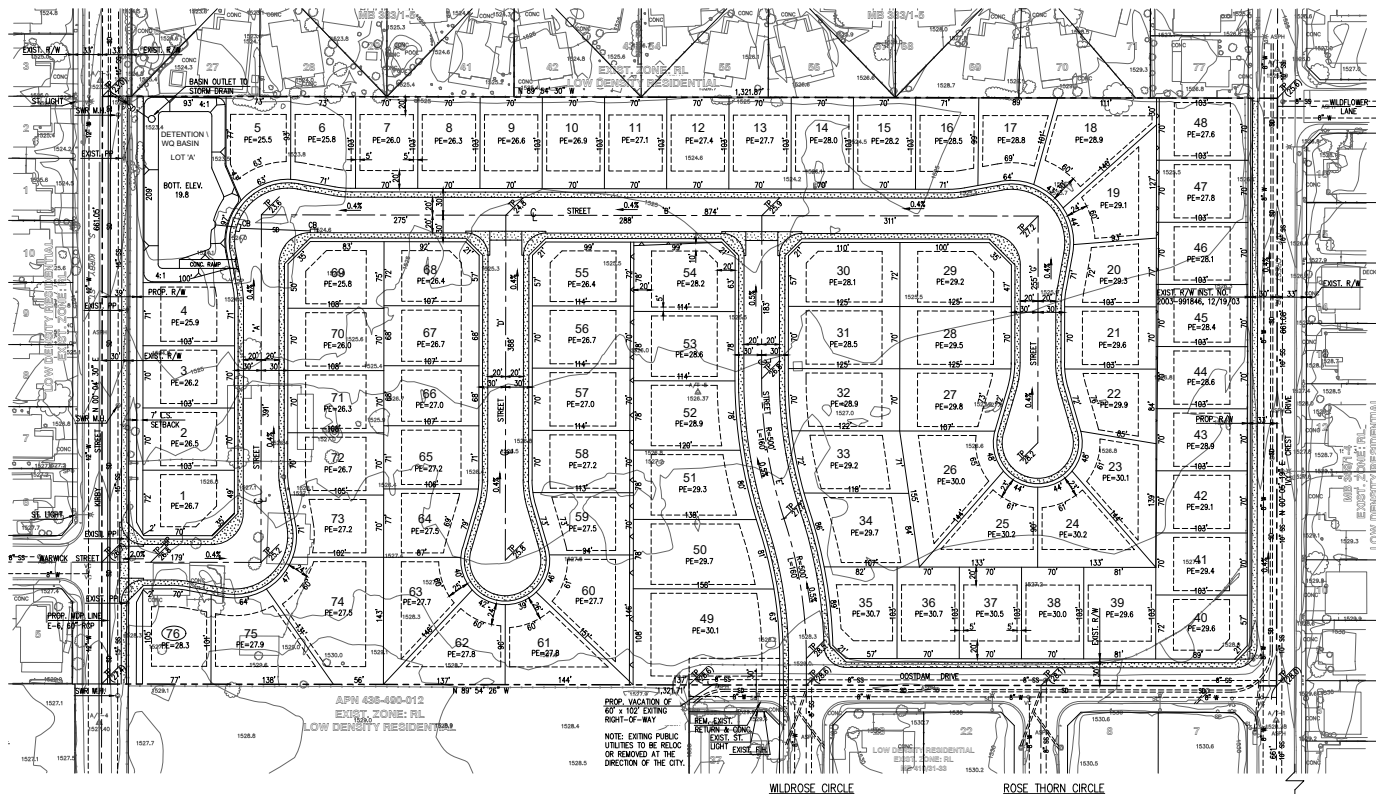
**SOURCE OF TOPOGRAPHY**  
AERIAL SURVEY BY AEROTECH SURVEYS, INC. DATED JANUARY, 2022

**FLOOD PLAIN**  
ZONE X  
COMMUNITY PANEL NO. 06060C1490H  
DATED APRIL 15, 2017

**PROPERTY DESCRIPTION**  
THE NORTH HALF OF THE SOUTHWEST QUARTER OF FARM LOT 152 OF THE LANDS OF THE SAN JACINTO LAND ASSOCIATION, IN THE CITY OF SAN JACINTO, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 8, PAGE 357 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER IN SAID COUNTY.

**PROJECT DESCRIPTION**  
PROPOSED SUBDIVISION OF 20.08 ACRES LOCATED ON THE EAST SIDE OF KIRBY STREET, APPROXIMATELY 961 FEET NORTH OF SEVENTH STREET INTO 76 SINGLE FAMILY RESIDENTIAL LOTS AND ONE DETENTION/WATER QUALITY MITIGATION LOT. MINIMUM LOT SIZE IS 7,200 SQUARE FEET. THE INTERNAL STREETS IN THE SUBDIVISION ARE TO BE PUBLICLY MAINTAINED.

**PAVED AREA**  
121,462 S.F., OR 15% OF THE NET AREA  
**RESIDENTIAL AREA**  
15.20 ACRES, OR 82.0% OF THE NET AREA  
**PROJECT DENSITY**  
3.80 DUAC GROSS DENSITY  
4.10 DUAC NET DENSITY

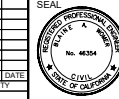


0 60 120 180  
1" = 60'



**DIG ALERT**  
DIAL TOLL FREE  
1-800-227-2600  
AT LEAST TWO DAYS  
BEFORE YOU DIG  
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

DATE	BY	MARK	REVISIONS	APPRO	DATE
DESIGNED BY:	ENGINEER	DRAWN BY:	CHECKED BY:	CITY	



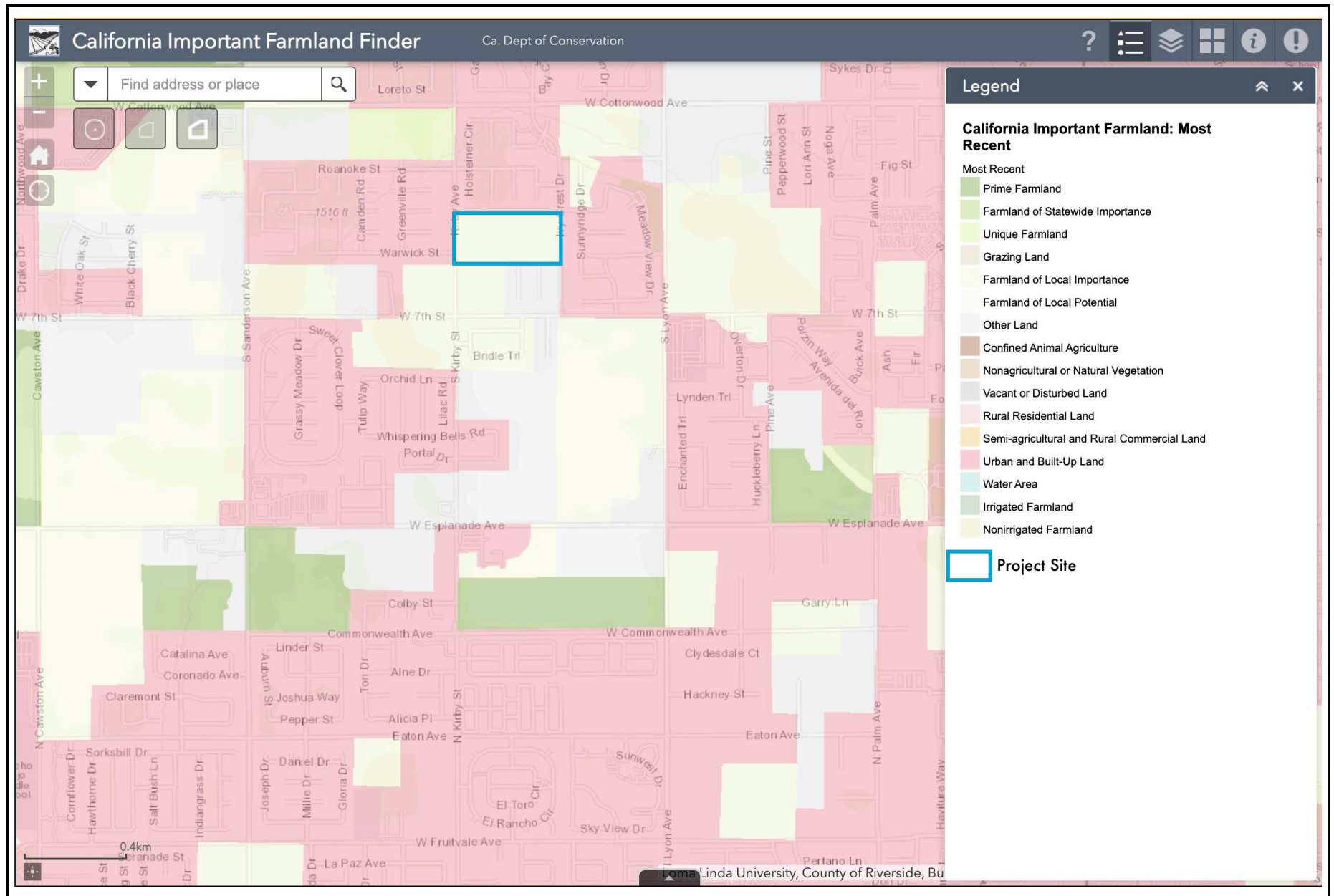
**APPROVED BY:** \_\_\_\_\_ DATE: \_\_\_\_\_  
**R.C.E. NO.** \_\_\_\_\_ **EXP. DATE** \_\_\_\_\_  
**PREPARED BY:** \_\_\_\_\_ DATE: \_\_\_\_\_  
**R.C.E. NO.** \_\_\_\_\_ **EXP. DATE** \_\_\_\_\_

**BLAINE A. WOMER**  
CIVIL ENGINEERING  
Blaine A. Womer, Professional Engineer, No. 44304, State of California  
Blaine A. Womer, Professional Engineer, No. 44304, State of California  
Blaine A. Womer, Professional Engineer, No. 44304, State of California

**SCALE**  
DATE: JAN. 2022  
**BENCHMARK:**

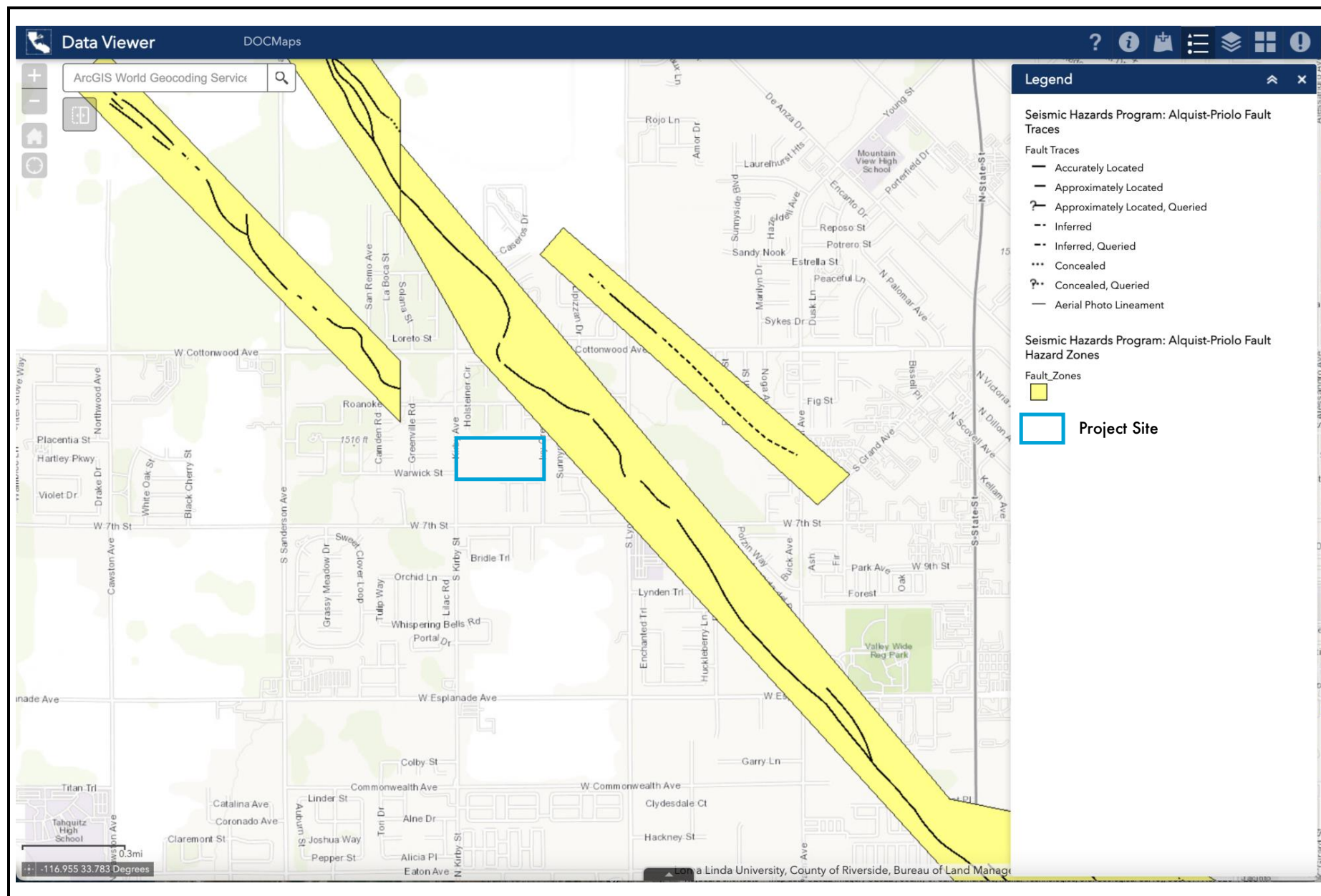
**CITY OF SAN JACINTO**  
**TENTATIVE TRACT MAP**  
**NO. 38339**  
**FOR** \_\_\_\_\_ **W.O.** \_\_\_\_\_  
**SHEET NO.**  
**1**  
**OF 1 SHEETS**  
**FILE NO.**





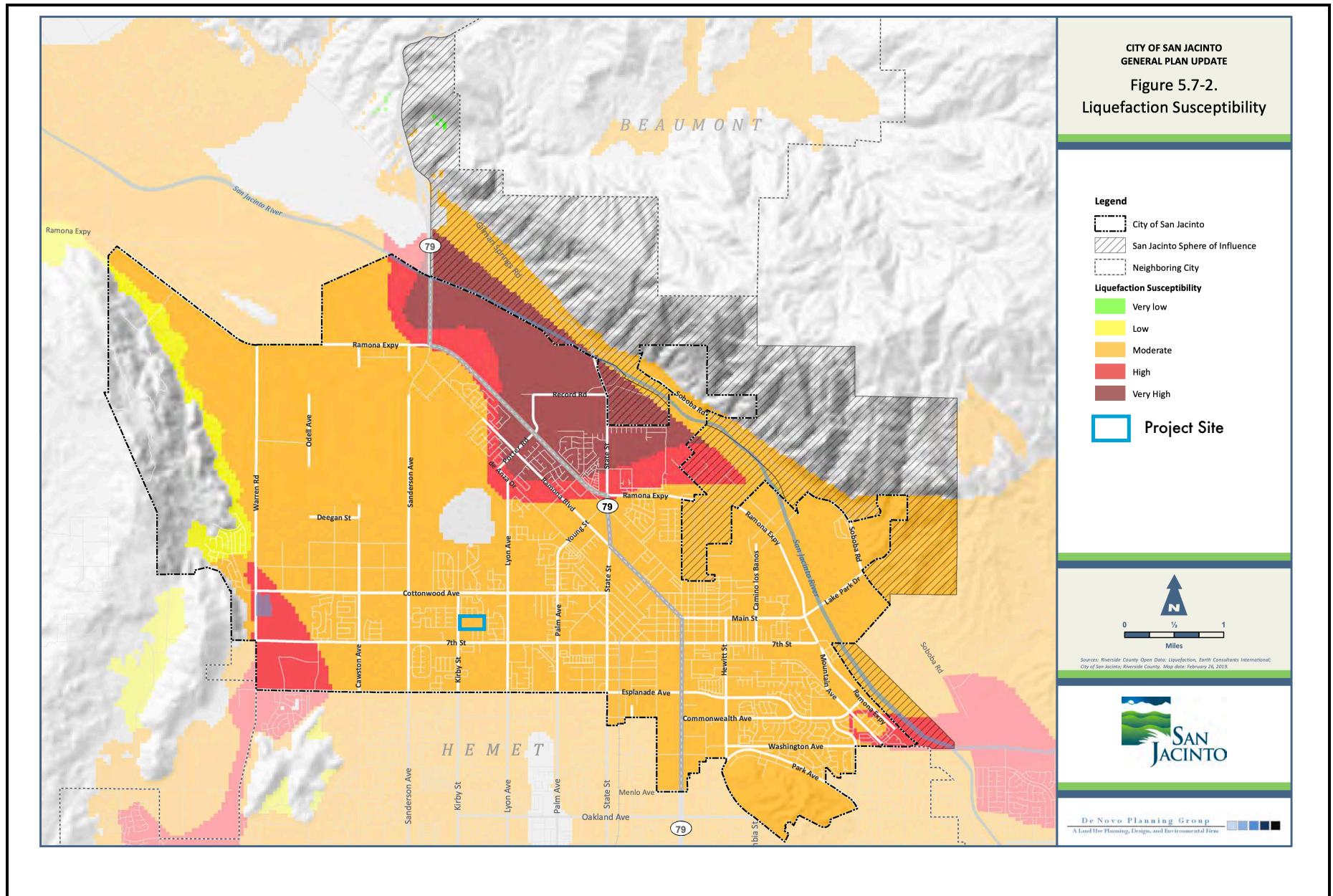
**FIGURE II-1**











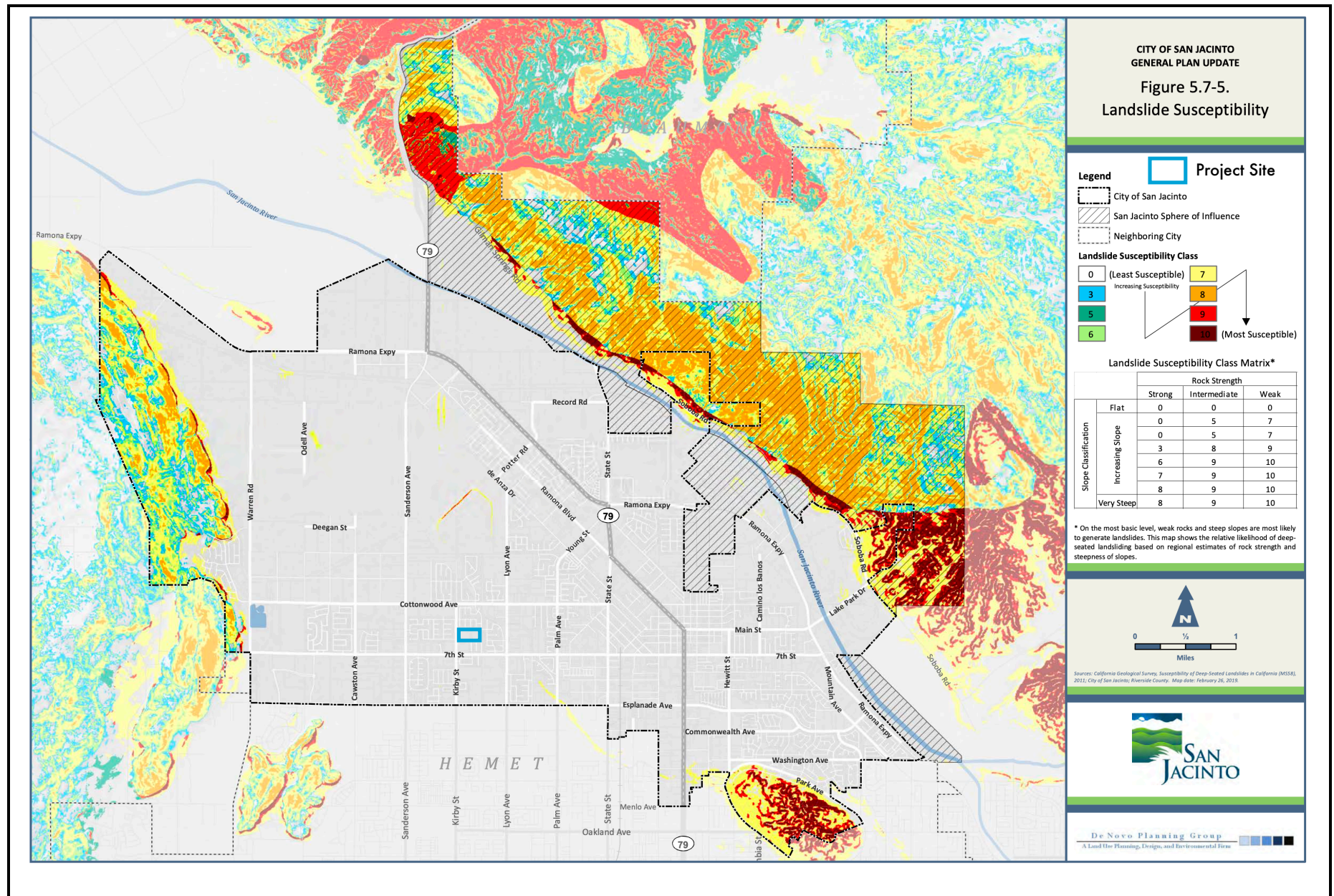
SOURCE: City of San Jacinto General Plan (2022)

**FIGURE VII-2**

**Tom Dodson & Associates**  
Environmental Consultants

**Liquefaction**





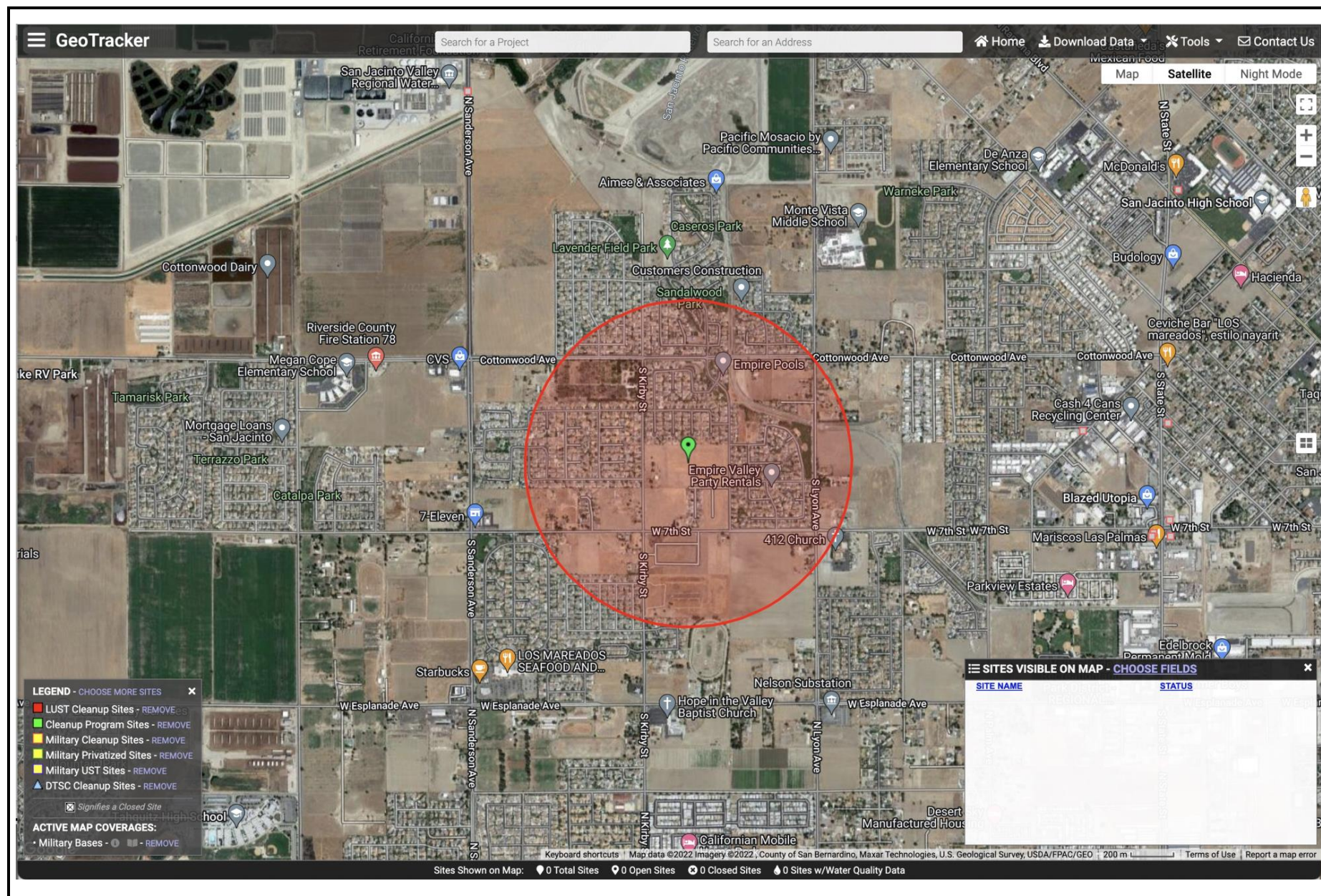
SOURCE: City of San Bernardino

**FIGURE VII-4**

**Tom Dodson & Associates**  
Environmental Consultants

**Landslide Map**





**Tom Dodson & Associates**  
Environmental Consultants

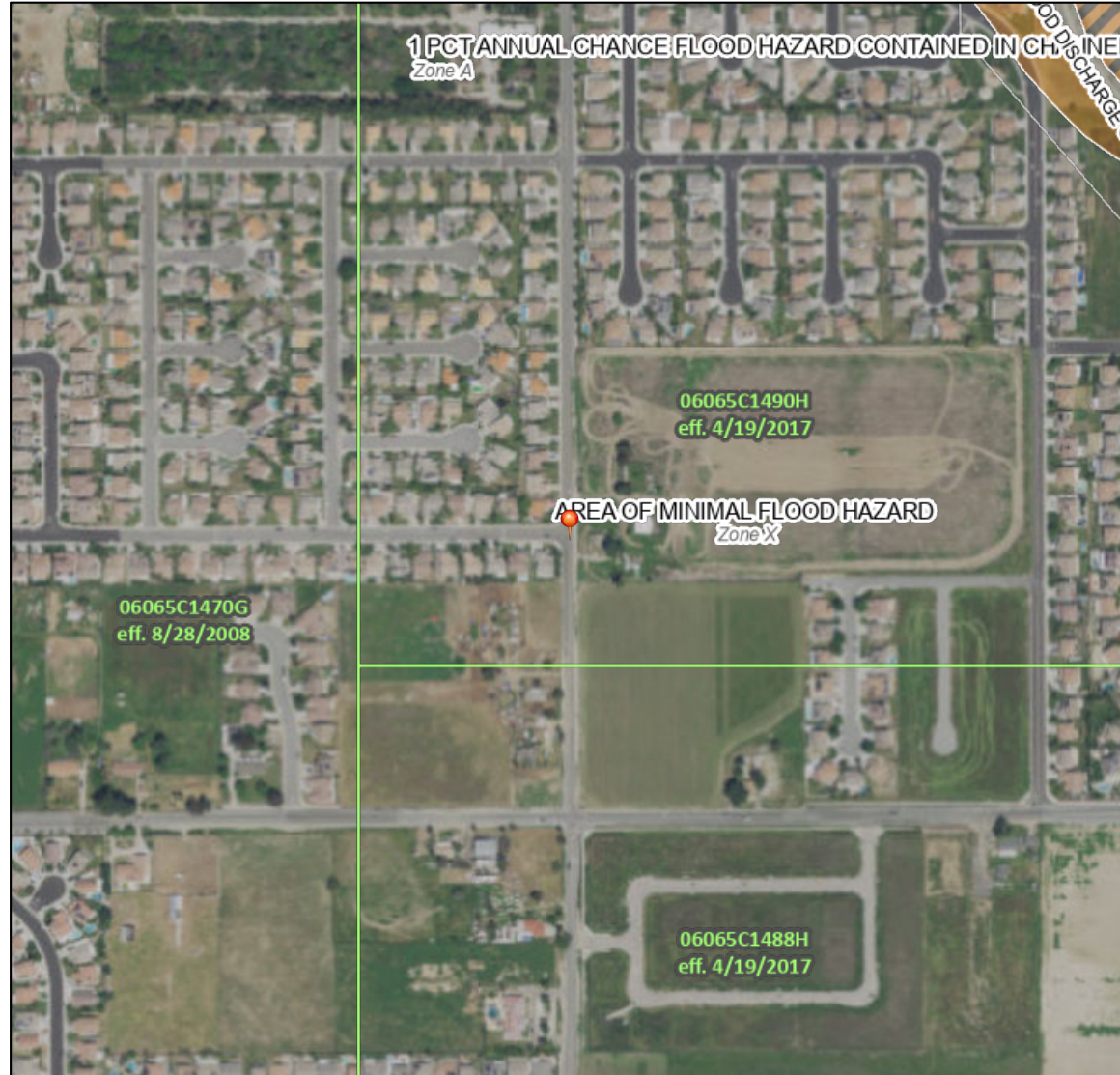
## GeoTracker



# National Flood Hazard Layer FIRMette



117°0'12"W 33°47'11"N



0 250 500 1,000 1,500 2,000 Feet 1:6,000  
 Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

## Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		Area of Minimal Flood Hazard Zone X
		Effective LOMRs
GENERAL STRUCTURES		Area of Undetermined Flood Hazard Zone D
		Channel, Culvert, or Storm Sewer
OTHER FEATURES		Levee, Dike, or Floodwall
		Cross Sections with 1% Annual Chance Water Surface Elevation
MAP PANELS		Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
		Hydrographic Feature
		Digital Data Available
		No Digital Data Available
		Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/25/2022 at 7:32 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

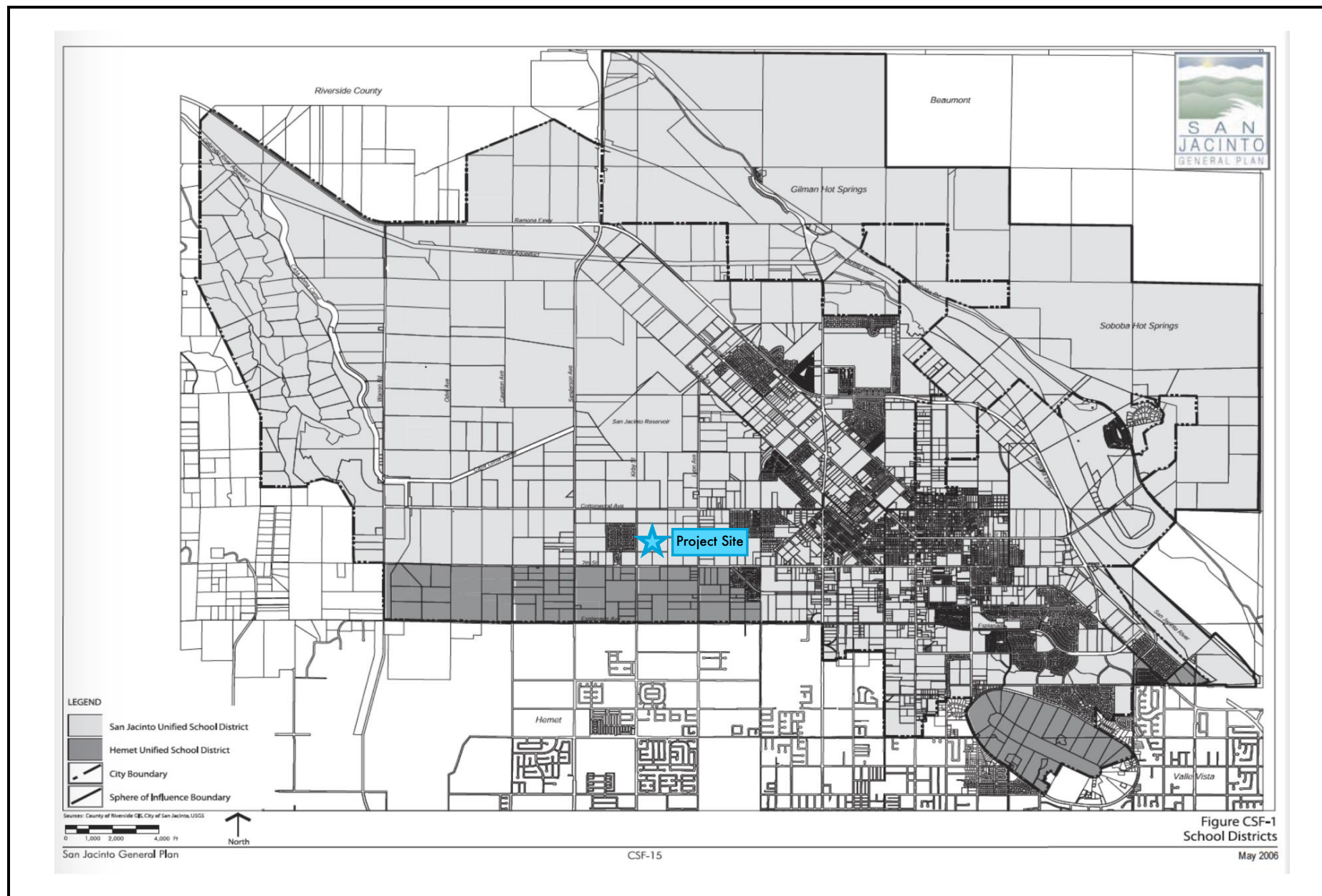
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

SOURCE: FEMA (2022)

FIGURE X-1

**Tom Dodson & Associates**  
 Environmental Consultants

**FEMA (FIRMette Map)**



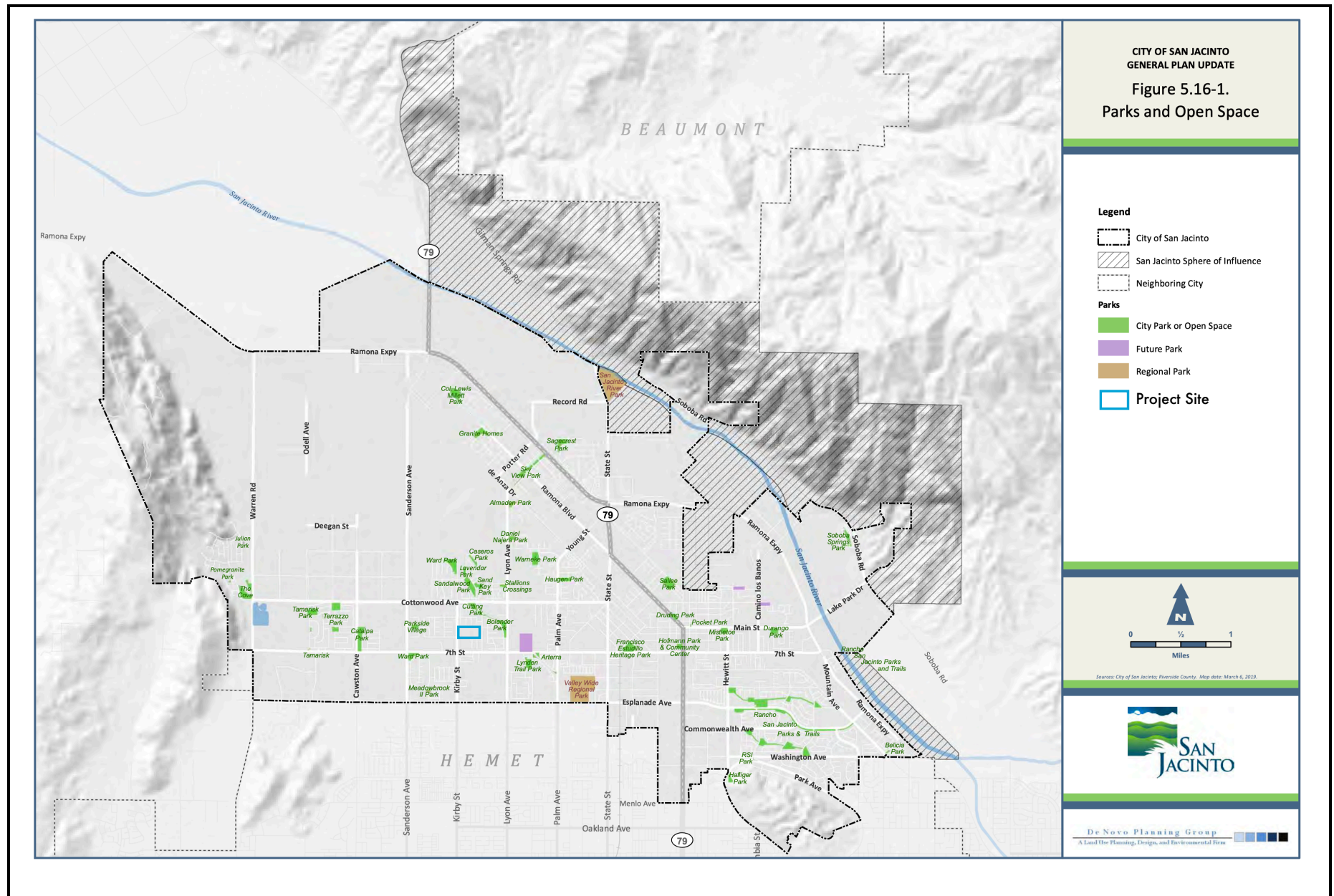
SOURCE: San Jacinto General Plan

**FIGURE XV-1**

**Tom Dodson & Associates**  
Environmental Consultants

**School District**





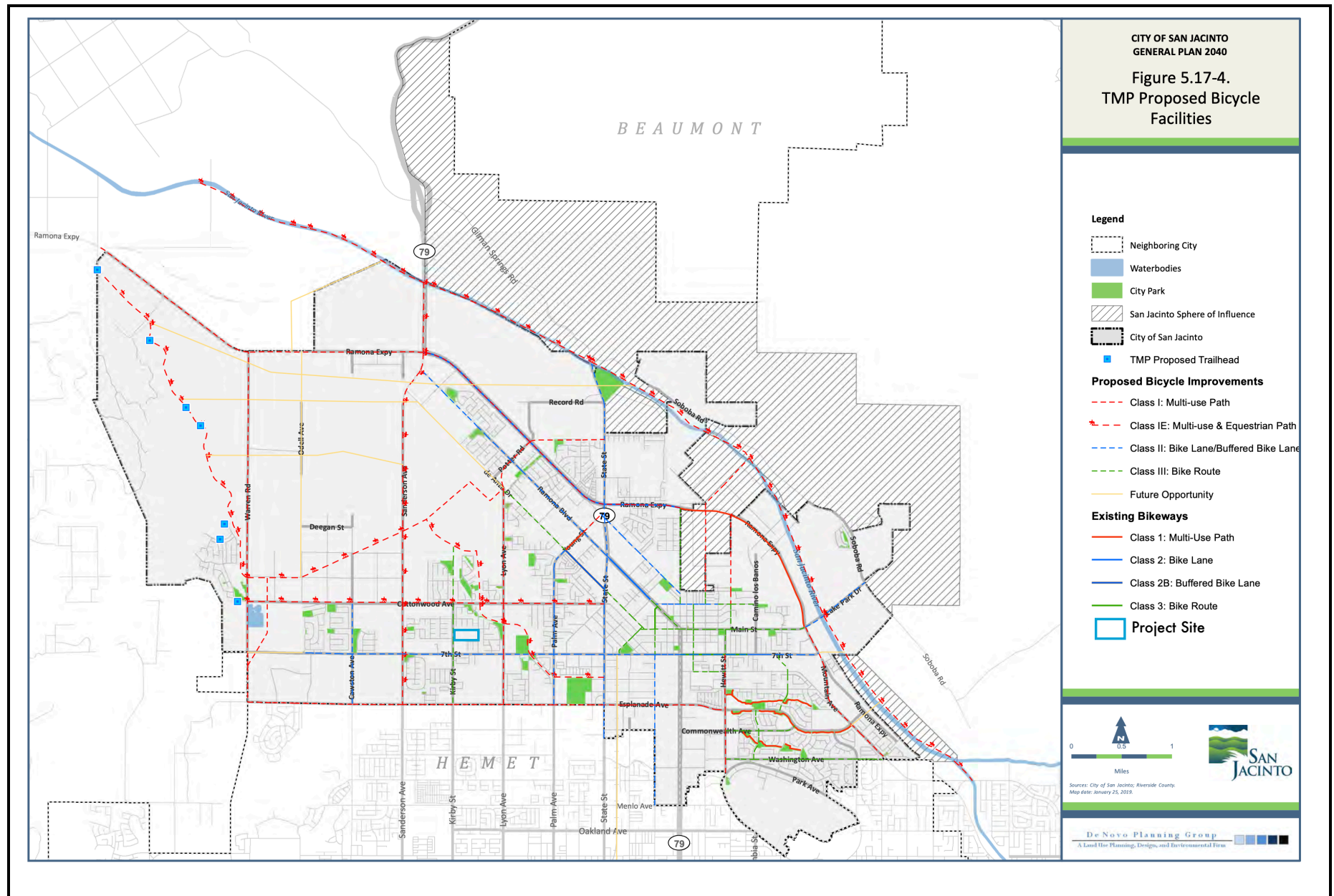
SOURCE: City of San Jacinto General Plan (2022)

**FIGURE XV-2**

**Tom Dodson & Associates**  
Environmental Consultants

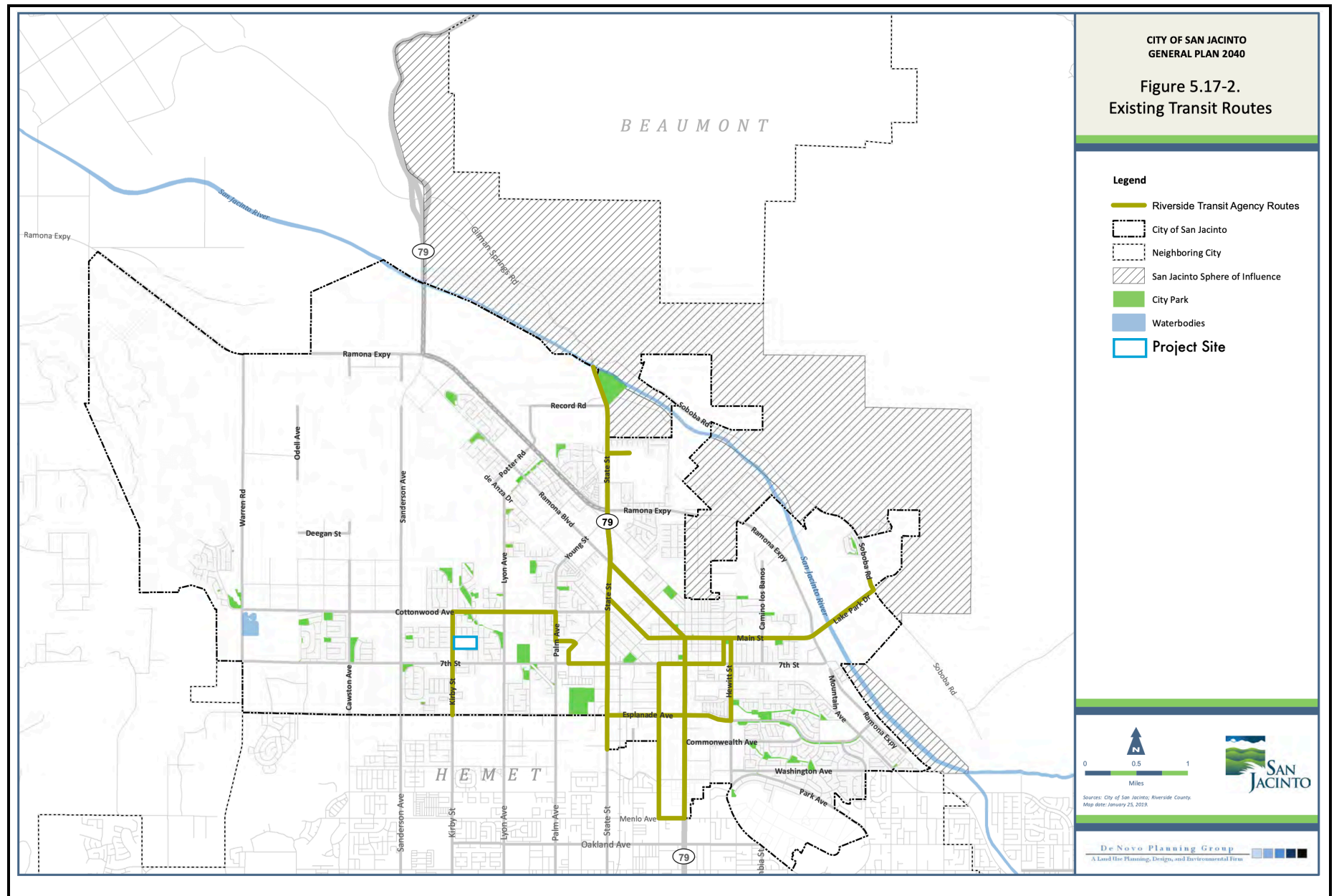
**Parks and Open Space**





SOURCE: City of San Jacinto General Plan (2022)

**FIGURE XVII-1**



SOURCE: City of San Jacinto General Plan (2022)

**FIGURE XVII-2**



