RANCHO DE ALAMO
TENTATIVE TRACT MAP 37881

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

Lead Agency:
City of San Jacinto
595 S. San Jacinto Ave
San Jacinto, CA 92583

Project Applicant:
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1 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study (IS) has been prepared in accordance with the following:

- California Environmental Quality Act (CEQA) of 1970 (Public Resources Code Sections 21000 et seq.); and
- California Code of Regulations, Title 14, Division 6, Chapter 3 (State CEQA Guidelines, Sections 15000 et seq.).

Pursuant to CEQA, this IS has been prepared to analyze the potential for significant impacts on the environment resulting from implementation of the proposed project. As required by State CEQA Guidelines Section 15063, this IS is a preliminary analysis prepared by the Lead Agency, The City of San Jacinto, in consultation with other jurisdictional agencies, to determine if a Mitigated Negative Declaration (MND) or an Environmental Impact Report (EIR) is required for the proposed project.

This IS informs the City of San Jacinto decision-makers, affected agencies, and the public of potentially significant environmental impacts associated with the implementation of the proposed project. A "significant effect" or "significant impact" on the environment means "*a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project*" (Guidelines §15382). As such, the document's intent is to adhere to the following CEQA principles:

- Provide meaningful early evaluation of site planning constraints, service, and infrastructure requirements, and other local and regional environmental considerations. (Pub. Res. Code §21003.1)
- Encourage the applicant to incorporate environmental considerations into project conceptualization, design, and planning at the earliest feasible time. (State CEQA Guidelines §15004[b][3])
- Specify mitigation measures for reasonably foreseeable significant environmental effects and commit the City of San Jacinto and the applicant to future measures containing performance standards to ensure their adequacy when detailed development plans and applications are submitted. (State CEQA Guidelines §15126.4)

Existing Plans, Programs, or Policies (PPPs)

Throughout the impact analysis in this IS, reference is made to requirements that are applied to all development on the basis of federal, state, or local law and Existing Plans, Programs, or Policies currently in place which effectively reduce environmental impacts. Existing Plans, Programs, or Policies are collectively identified in this document as PPPs. Where applicable, PPPs are listed to show their effect in reducing potential environmental impacts. Where the application of these measures does not reduce an impact to below a level of significance, a project-specific mitigation measure is introduced. The City of San Jacinto will include these PPPs along with mitigation measures in the Mitigation Monitoring and Reporting Program (MMRP) for the proposed project to ensure their implementation.

1.2 DOCUMENT ORGANIZATION

This IS/MND includes the following sections:

Section 1.0 Introduction

Provides information about CEQA and its requirements for environmental review and explains that an IS/MND was prepared by the City of San Jacinto to evaluate the proposed project's potential to impact the physical environment.

Section 2.0 Environmental Setting

Provides information about the proposed project's location.

Section 3.0 Project Description

Includes a description of the proposed project's physical features and construction, and operational characteristics and provides a list of the discretionary approvals that would be required by the proposed project.

Section 4.0 Environmental Checklist

Includes the Environmental Checklist and evaluates the proposed project's potential to result in significant adverse effects to the physical environment and includes a list of existing regulations, plans, and policies that reduce potential impacts and mitigation measures, as required, to reduce potentially significant impacts to a less than significant level. In addition, references are listed at the end of each environmental topic section.

Section 5.0 General References

Includes a list of the general references, such as City adopted plans, policies, CEQA documents, and maps that were used to prepare this IS/MND. Specific references for each determination are provided at the end of each environmental analysis topic section.

Section 6.0 Document Preparers and Contributors

Includes a list of the persons that prepared this IS/MND and the related technical analyses.

2 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

The 37.1-acre project site is located within the central portion of the City of San Jacinto, on Cottonwood Avenue at Cawston Avenue. (see Figure 1, *Regional Location* and Figure 2, *Local Vicinity*). Regional access to the project site is provided by North Sanderson Avenue, which connects to Highway 79 approximately two miles to the north of the project site. Local access to the site is provided by Cottonwood Avenue and Cawston Avenue.

The site is identified by Assessor's Parcel Numbers (APNs) 432-130-006 and 432-130-007 and is located within the Lakeview United State Geological Survey (USGS) 7.5-Minute Quadrangle and Section 29, Township 4 South, Range 1 West.

2.2 EXISTING PROJECT SITE

The project site was utilized for farming wheat, and the site consisted of a wheat field with wheat storage areas in the western portion of the site through 2019 (see Figure 3, *Aerial View*). Currently, agricultural production on the site has ceased, and the site has been cleared and disked and contains only small areas of non-native weeds and grasses.

The site is surrounded by agricultural land to the north and east; Cottonwood Avenue, followed by Megan Cope Elementary School and the West San Jacinto Fire Station to the south; and Cawston Avenue, followed by dairy, composting, and agricultural land to the west.

2.3 EXISTING GENERAL PLAN LAND USES AND ZONING DESIGNATIONS

As shown in Figure 4, Existing *General Plan Land Use and Zoning Designations,* the project site has General Plan land use designation of Medium Density Residential (MDR) that provides for 5.1 to 10.0 dwelling units per acre. The project site is zoned as Residential Medium Density (RM). The Development Code states that the RM zone allows various housing types that range from attached and detached single-family residential dwelling units, duplexes, triplexes, fourplexes, condominiums, townhomes, mobile home parks, and recreational vehicle parks. The RM zone allows a density ranging from 5.1 to 10.0 dwelling units per net acre.

2.4 SURROUNDING GENERAL PLAN AND ZONING DESIGNATIONS

The project site is located within a partially developed and urbanizing area in the City of San Jacinto. The project site is bound by Cottonwood Avenue and agricultural land as described below:

North: Area to the north of the project site includes agricultural land.

West: Area to the west of the project site includes dairy, composting, and agricultural uses.

South: Area to the south of the project site includes Cottonwood Avenue, followed by Megan Cope Elementary School and the West San Jacinto Fire Station.

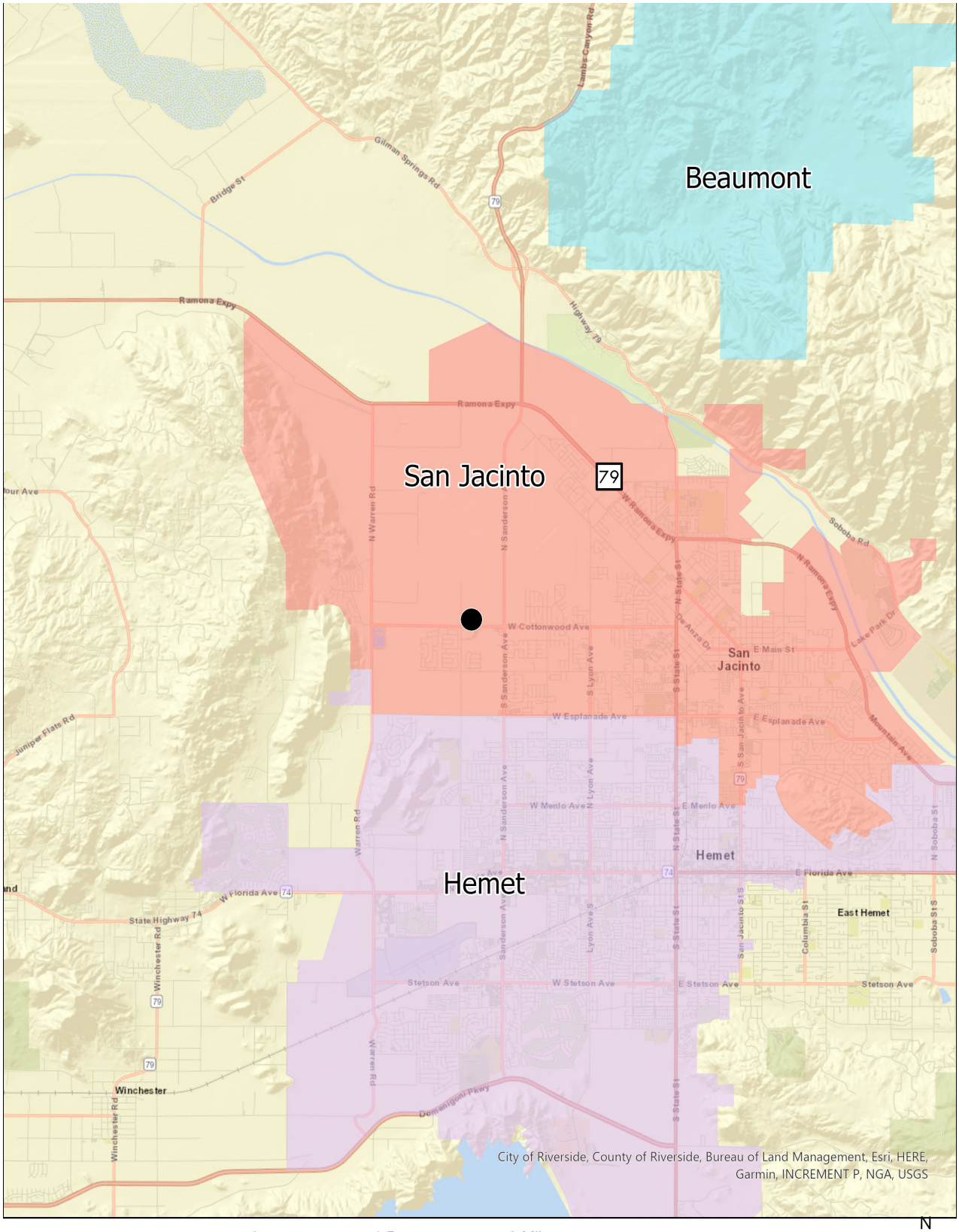
East: Area to the east of the project site includes agricultural land.

The land uses surrounding the project site are described in Table 1, along with the General Plan Land Use and zoning designations.

Table 1: Surrounding Existing Land Use and Zoning Designations

	Existing Land Use	General Plan Designation	Zoning Designation
North	Agriculture	Medium Density Residential	Residential, Medium Density
West	Dairy, composting, and agricultural uses	Medium Density Residential	Residential, Medium Density
South	Elementary School and Fire Station	Public Institutional	Residential, Low Density Public Institutional
East	Agriculture	Medium Density Residential	Residential, Medium Density

Regional Location



● Project Site

0 1.5 3 Miles

N

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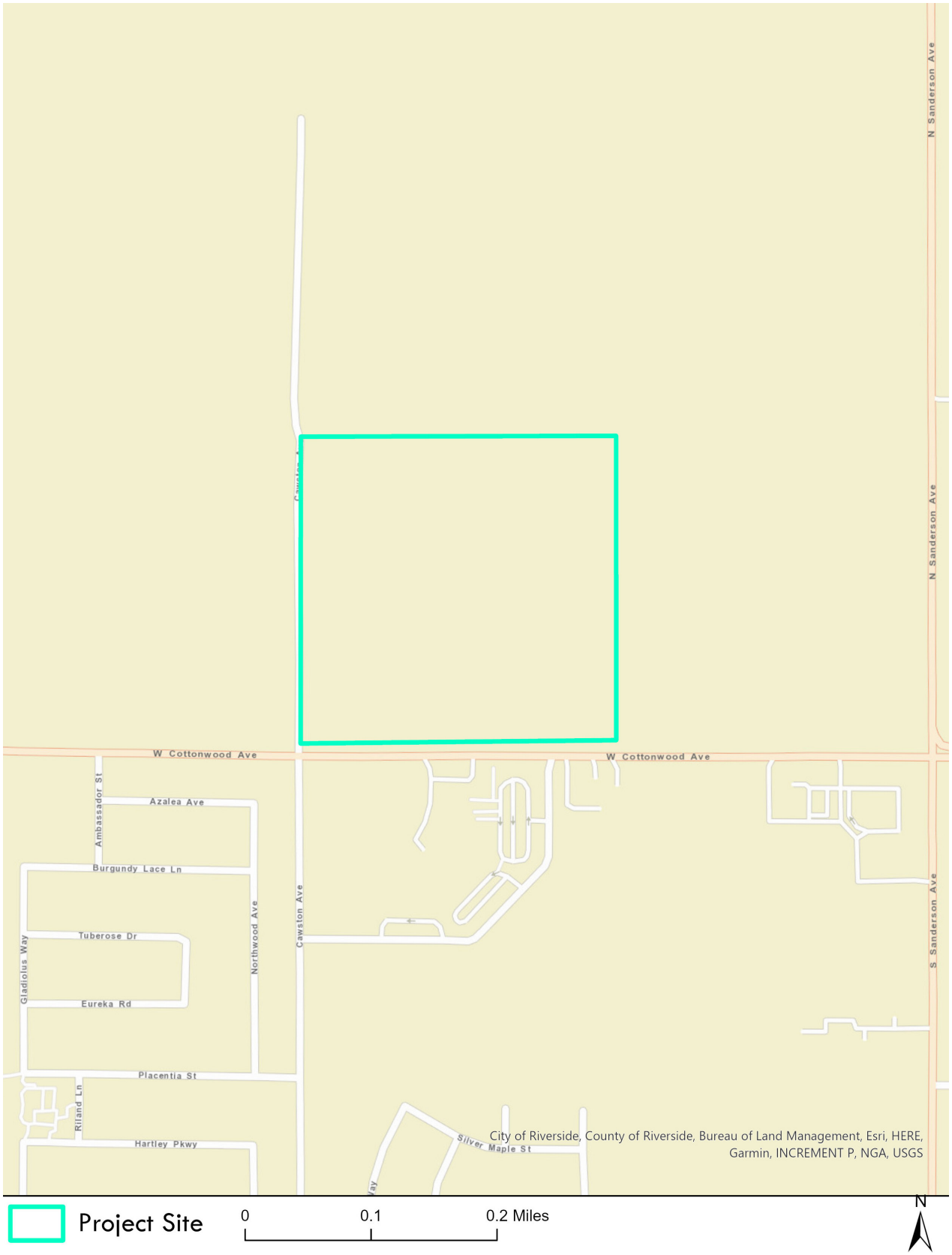
Local Vicinity



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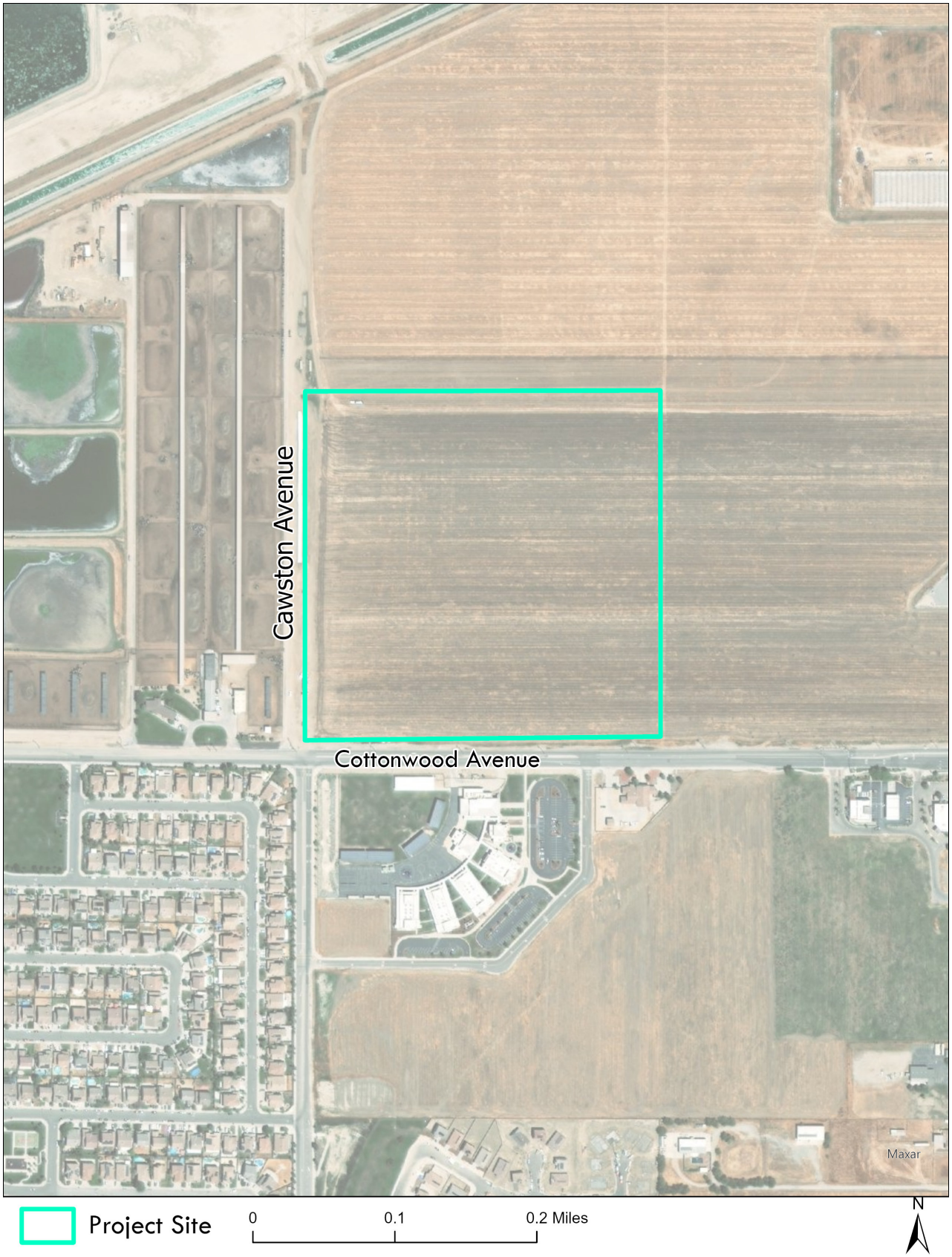
Aerial View


Cawston Avenue
Cottonwood Avenue
Maxar
Project Site
0
0.1
0.2 Miles
N

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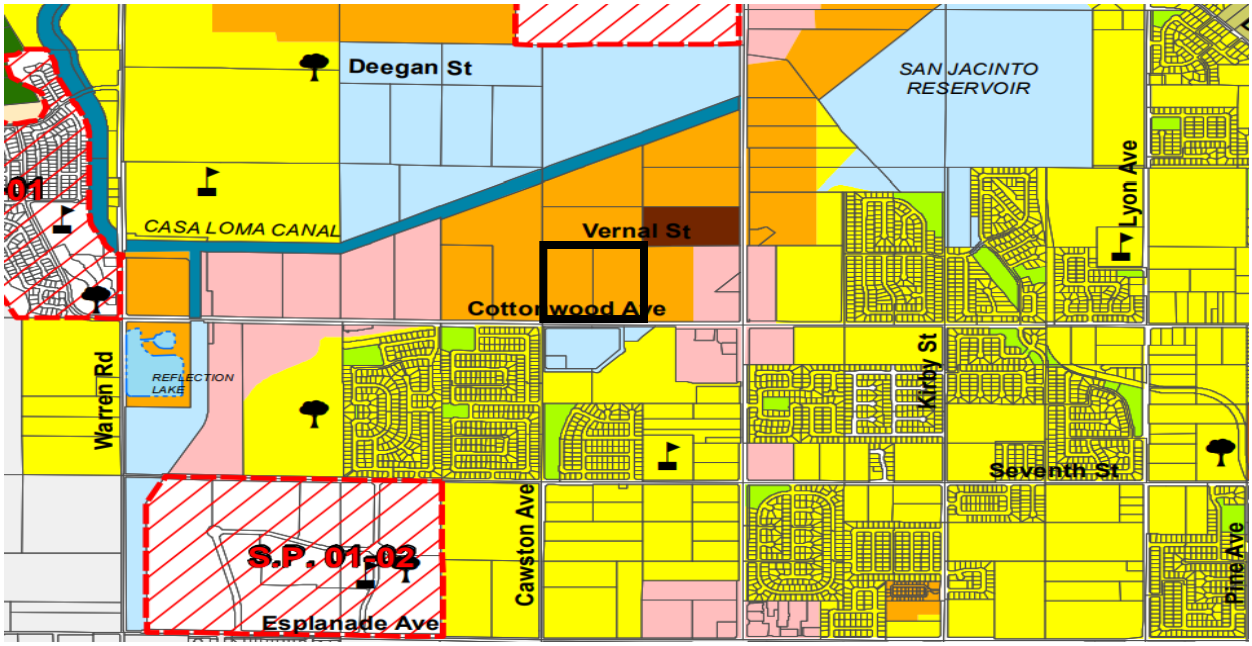
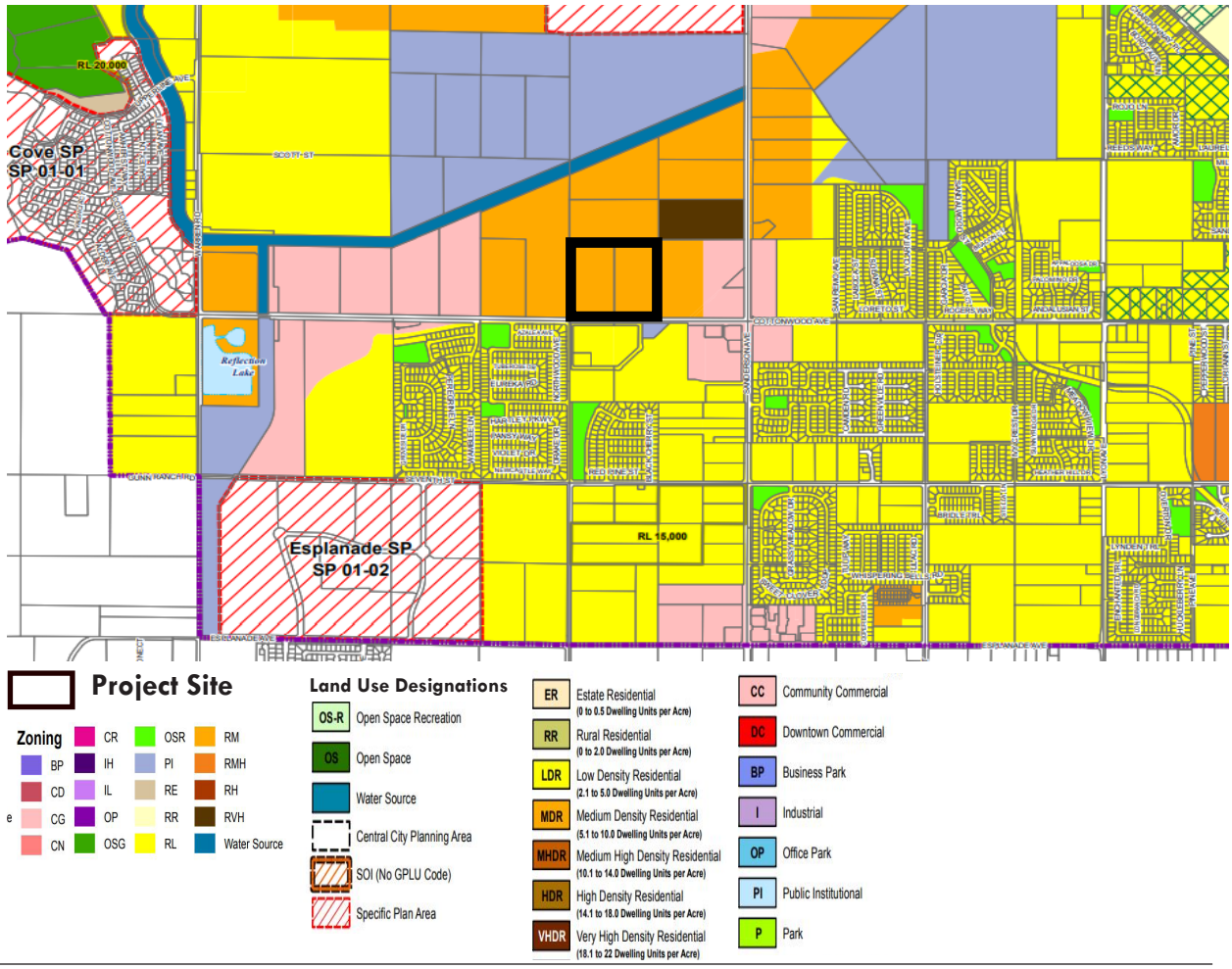
Existing General Plan Land Use and Zoning Designations of the Site

Existing General Plan Land Use



Existing Zoning Designation



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3 PROJECT DESCRIPTION

3.1 PROJECT FEATURES

Residential Development
The proposed project includes the subdivision of the two parcels via a tentative tract map (No. 37881) construction of 191 single-family detached residences, onsite roadways, a detention basin, and a park/open space area on the site, as shown in Figure 5, *Proposed Site Plan*.

The residential lots would be a minimum of 4,500 square feet. The proposed project includes 191 single-family residences within 22.68 net acres, which would result in 8.6 units per net acre. Residential structures would be 1 or 2 stories in height with a maximum height of 28 feet. Residences would range in floor area size from 1,600 square feet to 2,800 square feet. Consistent with the 2019 CA Building Energy Efficiency Standards (Title 24 Part 6), the proposed project would include photovoltaic (PV) solar panels on the rooftop of each residence to offset its energy demand.

Circulation
The project site would be accessible from Cottonwood Avenue and Cawston Avenue. The main entrance to the project site would be from a proposed 56-foot-wide access road that would connect to Cottonwood Avenue at the southeastern portion of the project site. The proposed project includes the development of an onsite roadway system that would circle the project site and provide connecting through streets. All of the onsite streets would contain sidewalks along both sides.

Off-site improvements include Cawston Avenue and Cottonwood Avenue roadway improvements along the project site frontage. Improvements to these roadways would include the installation of sidewalks and half street improvements.

Recreation and Open Space
The proposed project includes the development of a 1.73-acre park in the central-eastern portion of the project site, as shown in Figure 5, *Proposed Site Plan*.

Landscaping
Landscaping proposed as part of the proposed project would consist of ornamental trees, vines, shrubs, and groundcovers throughout the common areas of the development, such as along roadways, common walls, and the park areas. The main roadway entrance to the project site on Cottonwood Avenue would have a landscaped median and stamped concrete to enhance the entrance to the residential neighborhood. The landscape plan would be consistent with the requirements of the City's Development Code Chapter 17.325, Water Efficient Landscape and Irrigation.

Walls and Lighting
The proposed project includes 6-foot-high decorative concrete masonry block walls around the perimeter of the entire project site. The decorative screening walls would be incorporated on top of proposed retaining walls in areas where retaining is required. Outdoor lighting included as part of future development on the project site would be typical of single-family residential uses and would consist of wall-mounted lighting as well as pole-mounted lights along the proposed internal roadways. Nighttime lighting would be used as accent/security lighting in the park area. All of the proposed project's outdoor lighting would be directed downward and shielded to minimize off-site

spill. The location of all exterior lighting would comply with lighting standards established in the City Development Code Section 17.300.080.

Infrastructure Improvements

Water and Sewer

The proposed project would install onsite 8-inch water and sewer lines that would be located within each of the residential streets and serve each of the proposed residences. In addition, a new 8-inch water line would be installed in Cawston Avenue. The new onsite water and sewer lines and the new water line in Cawston Avenue would connect to the existing 15-inch water line and 12-inch sewer lines in Cottonwood Avenue that would connect to the existing East Municipal Water District sewer system. Potable water provided to the project site would be supplied by Eastern Municipal Water District.

Drainage

The proposed project would install an onsite storm drain system that includes catch basins that would convey a majority of drainage to a biofiltration basin on the northwest portion of the project site.

3.2 CONSTRUCTION

Construction activities include excavation, grading, and re-compaction of soils; utility and infrastructure installation; building construction; roadway pavement; and architectural coatings. Excavation and grading would occur to approximately 4 feet below the existing grade and would be balanced on the site, and no import or export of soils is anticipated to be required as part of the proposed project.

Construction activities are anticipated to last 25 months, as detailed in Table 2, and would occur within the hours allowable by the City of San Jacinto Municipal Code Section 8.40.090, which states that construction shall occur only between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction is allowed on Sundays and federal holidays.

Table 2: Anticipated Construction Schedule

Construction Phase	Working Days
Site Preparation	30
Grading	75
Building Construction	350
Paving	55
Architectural Coatings	55

3.3 DISCRETIONARY APPROVALS AND PERMITS

The following discretionary approvals and permits are anticipated to be necessary for the implementation of the proposed project:

CITY OF SAN JACINTO

- Tentative Tract Map
- Planned Development Permit (PDP)
- Site Plan & Design Review

- Grading Permits
- Water Quality Management Plan (WQMP) and Storm Water Storm Water Pollutant and Prevention Plan (SWPPP)

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Proposed Tentative Tract Map 37881

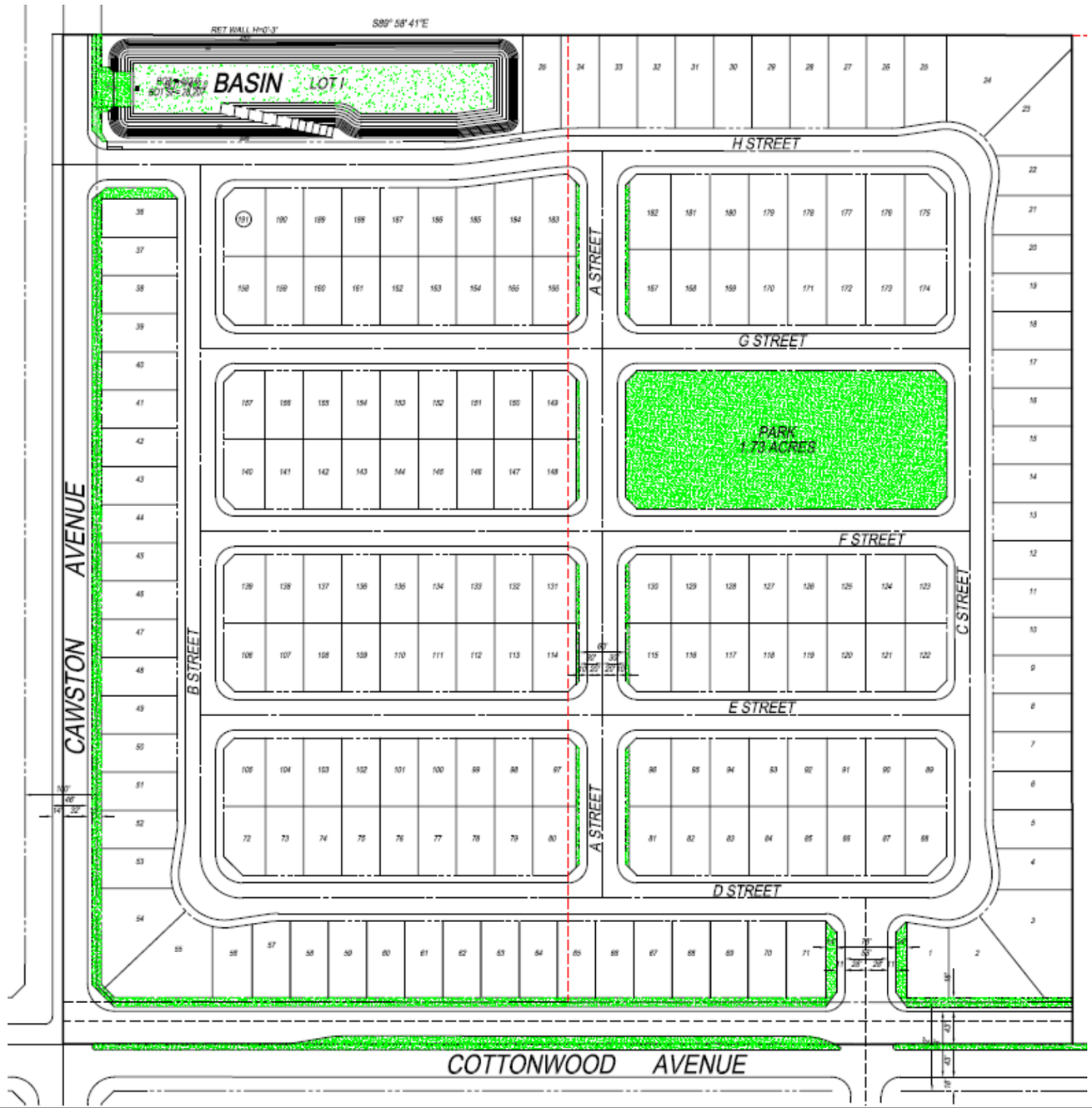

Figure 5

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4 ENVIRONMENTAL CHECKLIST

This section includes the completed environmental checklist form. The checklist form is used to assist in evaluating the potential environmental impacts of the proposed project. The checklist form identifies potential proposed project effects as follows: 1) Potentially Significant Impact; 2) Less Than Significant with Mitigation Incorporated; 3) Less Than Significant Impact, and 4) No Impact. Substantiation and clarification for each checklist response are provided below in the evaluation of environmental impacts. Included in the discussion for each topic are standard conditions/regulations and mitigation measures, if necessary, that are recommended for implementation as part of the proposed project.

4.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

Environmental Factors Potentially Affected

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

4.2 DETERMINATION
(To be completed by the Lead Agency) on the basis of this initial evaluation

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☒	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant 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 in attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

5/5/22

Kevin White, Planning Manager — 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: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less 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 Analysis," as described in (5) below, may be cross-referenced).

5) Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA processes, 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 analysis of each issue should identify: (a) the significance criteria or threshold used to evaluate each question; and (b) the mitigation measure identified, if any, to reduce the impact to less than significance.

4.3 ENVIRONMENTAL CHECKLIST QUESTIONS

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

a) Have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic vistas consist of expansive, panoramic views of important, unique, or highly valued visual features that are seen from public viewing areas. This definition combines visual quality with information about view exposure to describe the level of interest or concern that viewers may have for the quality of a particular view or visual setting. A scenic vista can be impacted in 2 ways: a development project can have visual impacts by either directly diminishing the scenic quality of the vista or by blocking the view corridors or "vista" of the scenic resource. Important factors in determining whether the proposed project would block scenic vistas include the project's proposed height, mass, and location relative to surrounding land uses and travel corridors.

The area surrounding the project site is a partially developed area with existing two-story buildings, roadways, vacant parcels. The San Jacinto Valley Regional Water Reclamation Facility with two-story industrial structures is located to the north of the agricultural land that is north of the project site. The West San Jacinto Fire Station and the Megan Cope Elementary School that are located south of the project site, on the south side of Cottonwood Avenue, includes two-story structures. Additionally, the existing single-family residential tract to the southwest of the site across Cottonwood Avenue is developed with two-story residences.

The topography of the site and surrounding area is flat, and the site does not include any scenic vistas or unique topographic features. However, the scenic vistas of mountains and steep sloping

hillsides are visible from public roadways that surround the site. As shown in the General Plan EIR Figure 5.1-1, the Lakeview Mountains are located to the west of the site, the San Timoteo Badlands are located to the north of the site, and the San Jacinto Mountains are located to the northeast of the site. Long-distance background views of the San Gabriel, Santa Ana Mountains, Norco Hills, and Chino Hills can be seen from east-west and north-south roadway corridors in the project site vicinity (Cottonwood Avenue and Cawston Avenue).

The proposed project would result in the development of two-story residences with a maximum height of 28 feet within a developing area that currently contains similar two-story structures. The proposed project includes a 17-foot-wide landscaped setback along Cottonwood Avenue and Cawston Avenue. Therefore, the proposed residences on the site would not encroach into the existing long-distance scenic views from these roadway corridors. In addition, the proposed onsite roadways would be oriented east-west and north-south, which would provide long-distance background views for residents of the site. Thus, development of the project site with two-story single-family residences would not obstruct, interrupt, or diminish a scenic vista; and impacts would be less than significant.

b) Substantially damage scenic resources, including trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. As described in the General Plan EIR, there are no officially designated state scenic highways in the city. Therefore, there are no state scenic highways in the vicinity of the proposed project. The California Department of Transportation list of eligible and officially designated State Scenic Highways identifies that the closest eligible State Scenic Highways is State Route 74 that is located 3 miles south of the project site and is not visible from the project site. Therefore, impacts related to scenic resources within a state scenic highway would not occur.

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

Less Than Significant Impact. As described previously, the project site is located within an urbanizing area that is adjacent to roadways and agricultural uses and across the street from a single-family residential development, elementary school, fire station, and commercial uses. The project site is an agricultural field with storage facilities for wheat in the southwestern portion of the site. The existing character of the site and surrounding area is neither unique nor of special aesthetic value or quality.

The proposed project would develop the project site to provide 191 new single-family residences and park and open space areas, which would be consistent with the single-family residential uses that are adjacent to the southwest of the site.

General Plan. As shown in Figure 4, *Existing General Plan Land Use and Zoning Designations*, the project site has a General Plan land use designation of Medium Density Residential (MDR) that provides for 5.1 to 10.0 dwelling units per acre. The proposed project includes single-family residences that would be consistent with this allowable density. Therefore, impacts related to scenic quality and General Plan allowable density would not occur. In addition, the proposed project would be consistent with the General Plan Land Use Element goals and policies related to scenic quality, as shown in Table AES-1.

Table AES-1: Consistency with General Plan Land Use Element Policies for Scenic Quality

General Plan Policy	Project Consistency
Policy 2.1: Assure that new development is complementary to the existing character of the City.	**Consistent.** The proposed project would develop the site with single-family residences, parks, and open space areas, which would be complementary with the existing single-family residences to the southwest of the project site. In addition, the proposed project would be consistent with the residential land use designations of the site and surrounding areas. Therefore, the proposed project would be consistent with Policy 2.1.
Policy 2.2: Encourage infill development to be consistent with and complement the bulk, scale, intensity, and character of the existing surroundings.	**Consistent.** The bulk, scale, and intensity of the proposed project would be consistent with the existing single-family residences to the southwest of the project site and consistent with the future development in the residentially designated areas to the north, east, and west of the site. The proposed project would provide residences and park space, consistent with the General Plan Land Use Element. Therefore, the proposed project would be consistent with Policy 2.2.
Policy 4.1: Evaluate the compatibility of new development with surrounding uses when reviewing development proposals and designing the circulation system improvements.	**Consistent.** As described previously, the proposed project would develop the site with single-family residences and a park, which would be compatible with the existing single-family residences to the southwest of the project site and would be consistent with the land use designations of the site. In addition, the proposed onsite street system would be compatible with and connect to the surrounding roadways. Therefore, the proposed project would be consistent with Policy 4.1.
Policy 4.2: Ensure that new development is compatible with the physical characteristics of the site, surrounding land uses, and available public infrastructure.	**Consistent.** As described previously, the proposed project would develop the site with single-family residences and a park, which would be compatible with the existing single-family residences to the southwest of the project site and the designations of surrounding land uses. In addition, the proposed project would install onsite infrastructure that would connect to existing offsite available public infrastructure. Therefore, the proposed project would be consistent with Policy 4.2.
Policy 6.7: Preserve and enhance public views of the mountains and hillsides and other scenic vistas.	**Consistent.** As detailed previously, the proposed residences on the site would be setback from roadway corridors and would not encroach into the existing long-distance scenic views of the mountains and hillsides. Per the project Planned Development Permit, structures would cover a maximum of 40 percent of each lot. In addition, the proposed project includes a large open space/park area that provides for the enhancement of scenic vistas. Landscaping proposed as part of the project would consist of ornamental trees, vines, shrubs, and groundcovers throughout the common areas of the development, such as along roadways, common walls, and the park areas. Landscaping would comply with requirements of the City's Development Code Chapter 17.325, Water Efficient Landscape and Irrigation. The main roadway entrance to the project on Cottonwood Avenue would have a landscaped median and stamped concrete to enhance the entrance to the neighborhood. Proposed common area landscaping would be scaled appropriately to surrounding structures and trees would not negatively impact or substantially obscure views from public spaces. Therefore, the proposed project would be consistent with Policy 6.7.
Policy 9.1: Ensure new development is compatible with	**Consistent.** The proposed project would develop single-

General Plan Policy	Project Consistency
its natural surroundings and the built environment in terms of architecture, scale, grading, and massing.	family residences on the project site that would be consistent with the scale and massing of the existing single-family residences that are to the southwest of the project site and those that are allowable on the parcels that are adjacent to the site. Therefore, the proposed project would be consistent with Policy 9.1.

Zoning. The project site is zoned as Residential Medium Density (RM), which provides for detached single-family residential dwellings. As shown in Table AES-2, the proposed project meets the zoning development standards of the RM zone. Therefore, the proposed project would be consistent with the zoning development standards.

Overall, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality. Pursuant to Development Code Section 17.620.020.E, development standards may be modified with the approval of a Planned Development Permit (PDP). The PDP would be reviewed and approved by the City as part of project approval. Therefore, the proposed project would not degrade the visual character of the project site and surrounding area; and impacts would be less than significant.

Table AES-2: Consistency with Zoning Development Standards

Development Feature	Standards	
	RM	Proposed Project
Minimum Lot area	50,000 SF[1]	4,500 SF
Minimum Lot width	100 ft.	50 ft. [1]
Minimum Lot depth	100 ft.	90 ft.[1]
Maximum density	10.0 du/ac	8.6 du/ac
Minimum Front Setback	20 ft.	15 ft. [1]
Minimum Side Setbacks	15 ft.	5 ft. [1]
Minimum Rear Setback	20 ft.	15 ft.[1]
Height limit	45 ft.	28 ft./2 stories (PDP allows 35-ft.)
[1] Pursuant to Development Code Section 17.620.020.E, development standards may be modified with the approval of a PDP.		

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

Less Than Significant Impact. The project site is used for agriculture, and light is not generated on the site. However, the project site is located across the street from single-family residences, a school, a fire station, and commercial uses. 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.

The proposed project would include the provision of nighttime lighting for security purposes around all of the residences, which would contribute additional sources to the overall ambient nighttime lighting conditions. However, all outdoor lighting would be hooded, appropriately angled away from adjacent land uses, and would be in compliance with the San Jacinto Development Code, Section 17.300.080 that provides specifications for shielding lighting away from adjacent uses and intensity of lighting. Compliance with the City's lighting regulations that would be verified by the City's Building and Safety Department during the permitting process, the lighting increase in light

that would be generated by the proposed project would not adversely affect day or nighttime views in the area. Overall, lighting impacts would be less than significant.

Reflective light (glare) can be caused by sunlight or artificial light reflecting from finished surfaces such as window glass or other reflective materials. Generally, darker or mirrored glass would have a higher visible light reflectance than clear glass. Buildings constructed of highly reflective materials from which the sun reflects at a low angle can cause adverse glare. The proposed project would not use highly reflective surfaces or glass-sided buildings. Although the residences would contain windows, the windows would be separated by stucco and architectural elements, which would limit the potential of glare. In addition, as described previously, onsite lighting would be angled down and shielded, which would avoid the potential of onsite lighting to generate glare. Therefore, the proposed project would not generate substantial sources of glare, and impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP AES-1: Exterior lighting on the project site shall conform to the regulations within Development Code Section 17.300.080. Light and glare sources from the site shall be shielded or modified to prevent the emission of light or glare beyond the property line or upward into the sky.

Mitigation Measures

None.

Sources

California Department of Transportation (Caltrans). 2021. *List of eligible and officially designated State Scenic Highways*. Accessed: http: https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways.

City of San Jacinto General Plan. Accessed: http://sanjacintoca.hosted.civiclive.com/cms/One.aspx?portalId=10384430&pageId=12929181

City of San Jacinto Zoning/Development Code. Accessed: https://www.sanjacintoca.gov/city_departments/community-development/planning/zoning__development_code

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. 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?	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☒	☐

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

Less Than Significant Impact. The Farmland Mapping and Monitoring Program designations for the project site include farmland of statewide Importance and unique farmland. Thus, the proposed project would convert farmland of statewide importance and unique farmland to non-agricultural use. However, these lands are currently designated and zoned as residential medium density, which indicates that the lands are planned for residential development, and conversion of these lands have been planned by the City's General Plan and zoning code. Conversion of the project site and surrounding area from farmland of statewide Importance and unique farmland to residential land use was previously analyzed under the City's General Plan EIR (April 2006) and was determined significant and unavoidable. As a result, the proposed project would be consistent with the City's General Plan with respect to the anticipated conversion of farmland. Therefore, impacts would be less than significant.

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

No Impact. The project site is currently zoned Residential Medium Density (RM). As shown in Figure 4, *Existing General Plan Land Use and Zoning Designations*, there are no agricultural zoned areas located in the vicinity of the project site, and no parcels in the project vicinity have Williamson Act contracts. Therefore, implementation of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract. Thus, no impact would occur.

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))?

No Impact. The project site is zoned Residential Medium Density (RM) uses and is located in an area that is void of forest land or timberland. In addition, the project site is surrounded by areas zoned for residential uses. Therefore, the proposed project would not conflict with existing forest land, timberland, or zoning for forest or timberland uses. Thus, no impact would occur.

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

No Impact. As described in the previous response, the project area is void of any forest land and is not zoned for forest uses. Thus, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. No impact would occur.

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?

Less than Significant Impact. As described in the previous responses, the project area does not include and is not near any land zoned for farmland or forest land. The site is identified by the California Department of Conservation Farmland Mapping and Monitoring Program as farmland of statewide Importance and unique farmland. However, the site is no longer used for agriculture, and as described previously, the site and the surrounding areas have been planned for single-family residential uses, such as those proposed by the project. As the proposed use of the proposed

project site is consistent with the City's General Plan, impacts related to the conversion of farmland to non-agricultural use would be less than significant.

Existing Plans, Programs, or Policies

None.

Mitigation Measure

None.

Sources

California Department of Conservation (DOC) Important Farmland Finder, 2021. Accessed: https://maps.conservation.ca.gov/dlrp/ciff/

City of San Jacinto General Plan Resource Management Element. Accessed: https://static1.squarespace.com/static/5a999021cc8fedea12873268/t/5c5b22deec212d33d653f525/1549476583567/5_ResourceManagement_LR.pdf

City of San Jacinto General Plan Environmental Impact Report, April 2006. Accessed: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/General%20Plan/San%20Jacinto%20General%20Plan%20Final%20EIR-web.pdf

City of San Jacinto Zoning Map. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/Planning/Zoning_upd_030818%20-%20Copy.pdf

The Phase I Environmental Site Assessment, prepared by Geo Tek, Inc., included as Appendix E)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☐	☒

The discussion below is based on the Air Quality and Greenhouse Gas Impact Study, RK Engineering Group, Inc. (AQ 2021), included as Appendix A. The Air Quality and Greenhouse Gas Impact Study includes modeling based on the assumption of 194 single-family residential units. The project is proposing 191 single-family residential units, 3 units less than analyzed, and therefore, estimated air quality and greenhouse gas emissions included in the analysis are conservative and emissions generated by the proposed project would be less.

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

Less Than Significant Impact. The project site is located in the South Coast Air Basin (SCAB), which is under the jurisdictional boundaries of the South Coast Air Quality Management District (SCAQMD). The SCAQMD and Southern California Association of Governments (SCAG) are responsible for preparing the Air Quality Management Plan (AQMP), which addresses federal and state Clean Air Act (CAA) requirements. The AQMP details goals, policies, and programs for improving air quality in the Basin. In preparation for the AQMP, SCAQMD and SCAG uses regional growth projections to forecast, inventory, and allocate regional emissions from land use and development-related sources.

As described in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993), for purposes of analyzing consistency with the AQMP, if a proposed project would result in growth that is substantially greater than what was anticipated, then the proposed project would conflict with the AQMP. On the other hand, if a proposed project's density is within the anticipated growth of a jurisdiction, its emissions would be consistent with the assumptions in the AQMP, and the proposed project would not conflict with SCAQMD's attainment plans. In addition,

the SCAQMD considers projects consistent with the AQMP if the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation.

The project site has a General Plan land use designation of Medium Density Residential (MDR) that provides for 5.1 to 10.0 dwelling units per acre. The proposed project includes 191 single-family residences within 22.68 net acres, which would result in 8.6 units per net acre and would be within the allowable MDR density of 5.1 to 10.0 dwelling units per acre. Therefore, the density of the proposed project would be consistent with the existing General Plan land use designations for the site. 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.

Also, as further described in Section 14, *Population and Housing*, the 191 new residences would result in a 1.2 percent increase in residential units within the City. This limited level of growth would not exceed growth projections and would be consistent with the assumptions in the AQMP. In addition, emissions generated by the construction and operation of the proposed project would not exceed thresholds. As described in the analysis below, the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause a new violation. Therefore, impacts related to conflict with the AQMP from the proposed project would be less than significant.

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?

Less Than Significant Impact. The SCAB has a non-attainment status for not meeting federal ozone standards, federal carbon monoxide standards, and state and federal particulate matter standards. Any development in the SCAB, including the proposed project, could cumulatively contribute to these pollutant violations. The methodologies from the SCAQMD CEQA Air Quality Handbook are used in evaluating project impacts. SCAQMD has established daily mass thresholds for regional pollutant emissions, which are listed in Table AQ-1. The SCAQMD's CEQA Air Quality Handbook methodology describes that any project that results in daily emissions that exceed any of these thresholds would have both an individually (project-level) and cumulatively significant air quality impact. If estimated emissions are less than the thresholds or reduced to below the thresholds with the implementation of mitigation, impacts would be considered less than significant.

Table AQ-1: SCAQMD Regional Daily Emissions Thresholds[1]

Pollutant	Construction (lbs./day)	Operations (lbs./day)
NOx	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SOx	150	150
CO	550	550
Lead	3	3

[1] Regional thresholds are from the SCAQMD Air Quality Significance Thresholds, March 2015.

Construction

Construction activities associated with the proposed project would generate pollutant emissions from the following: (1) grading and excavation; (2) construction workers traveling to and from project site; (3) delivery and hauling of construction supplies to, and debris from, the project site; (4) fuel combustion by onsite construction equipment; (5) building construction and application of architectural coatings; and paving. The volume of emissions generated on a daily basis would vary, depending on the intensity and types of construction activities occurring.

It is mandatory for all construction projects to comply with several SCAQMD Rules, including Rule 403 for controlling fugitive dust, PM_{10}, and $PM_{2.5}$ emissions from construction activities. Rule 403 requirements include, but are not limited to: applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site, covering all trucks hauling soil with a fabric cover and maintaining a freeboard height of 12-inches, and maintaining effective cover over exposed areas. Compliance with Rule 403 was accounted for in the construction emissions modeling for the proposed project.

As shown in Table AQ-2, CalEEMod results indicate that construction emissions generated by the proposed project would not exceed SCAQMD regional thresholds. Therefore, emissions from construction activities would be less than significant.

Table AQ-2: Maximum Daily Construction Emissions Summary (lbs./day)

Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Site Preparation	3.97	40.55	21.82	0.04	9.16	5.73
Grading	4.29	46.46	31.62	0.06	5.53	3.26
Building Construction	3.14	25.01	27.24	0.08	4.54	1.79
Paving	1.63	10.23	15.06	0.02	0.68	0.51
Architectural Coating	42.41	1.43	3.54	0.01	0.69	0.24
Maximum Emissions	**42.41**	**46.46**	**31.62**	**0.08**	**9.16**	**5.73**
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Impact Study, Appendix A

Operation

Operation of the 191 single-family residences would result in long-term regional emissions of criteria air pollutants and ozone precursors associated with area sources, such as natural gas consumption, landscaping, applications of architectural coatings, and consumer products. However, vehicular emissions would generate a majority of the operational emissions from the proposed project. Operational emissions associated with the proposed project were modeled using CalEEMod and are presented in Table AQ-3.

As shown, the proposed project would result in long-term regional emissions of the criteria pollutants that would be below the SCAQMD's applicable thresholds. Therefore, operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant impacts, and operational impacts would be less than significant.

Table AQ-3: Maximum Daily Operational Emissions(lbs./day)

Activity	VOC	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Mobile Sources	3.30	8.69	41.73	0.14	13.30	3.59
Energy Sources	0.17	1.49	0.63	0.01	0.12	0.12
Area Sources	8.16	0.18	15.93	0.00	0.09	0.09
Total	**11.63**	**10.36**	**58.29**	**0.15**	**13.50**	**3.80**
SCAQMD Threshold	*55*	*55*	*550*	150	150	*55*
Exceeds Threshold?	No	No	No	No	No	No

Source: Air Quality and Greenhouse Gas Impact Study, Appendix A

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant with Mitigation. Structures that house people or places where an individual can remain for 24 hours are defined as air quality "sensitive receptors". These structures typically include residences, hotels, hospitals, etc.. The nearest sensitive receptors are existing residences located adjacent to the project site. The SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008) recommends the evaluation of localized NO_2, CO, PM_{10}, and $PM_{2.5}$ construction-related impacts to sensitive receptors in the immediate vicinity of the project site. Such an evaluation is referred to as a localized significance threshold (LST) analysis. According to the SCAQMD's *Final Localized Significance Threshold Methodology*, "off-site mobile emissions from the project should not be included in the emissions compared to the LSTs" (SCAQMD 2008). SCAQMD has developed LSTs that 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 standards and thus would not cause or contribute to localized air quality impacts. LSTs are developed based on the ambient concentrations of NOx, CO, PM_{10}, and $PM_{2.5}$ pollutants for each of the 38 source receptor areas (SRAs) in the SCAB. The project site is located in SRA 28, Hemet/San Jacinto Valley.

Construction

The localized thresholds from the mass rate look-up tables in SCAQMD's Final Localized Significance Threshold Methodology document were developed for use on projects that are less than or equal to 5-acres in size or have a disturbance of less than or equal to 5 acres daily. The proposed project is anticipated to disturb a maximum of 4 acres per day, which would occur at different locations of the 37.1-acre project site.

The nearest existing sensitive receptors to the boundary of the project site are residences located to the south of Cottonwood Avenue. The nearest structures, where people would be expected to stay for 24-hours or longer, are approximately 120 feet (36.6 meters) away from the project site boundary. However, to provide a conservative assumption, the nearest receptor was assumed to be located at 25 meters.

Table AQ-4 shows that project construction-source localized emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. Thus, implementation of the proposed project would not result in a localized air quality impact.

Construction contractors would be required to implement measures to reduce or eliminate fugitive emissions by following SCAQMD's standard construction practices (Rules 402 and 403, as included as PPP AQ-1 and PPP AQ-2). Rule 402 requires the implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Rule 403 requires that fugitive dust be controlled with the best available control measures so that the presence of such dust does not remain

visible in the atmosphere beyond the property line of the emission source. Furthermore, construction of the single-family residential development would occur at various times and locations throughout the 37.1-acre site and would not be located adjacent to any sensitive receptor for a substantial period of time. Overall, proposed project construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Table AQ-4: Maximum Daily Localized Significance Construction Emissions (lbs./day)[1]

Construction Activity	NOx	CO	PM_{10}	$PM_{2.5}$
On-site Emissions	46.40	30.88	8.95	5.68
SCAQMD Construction Threshold[2]	323.3	1,671.9	10.9	6.7
Exceeds Threshold?	**No**	**No**	**No**	**No**

[1] Maximum daily emission during summer or winter; includes on-site project emissions only.
[2] Reference 2006-2008 SCAQMD Mass Rate Localized Significant Thresholds for construction and operation. SRA-28, Hemet/San Jacinto Valley, 4-acre site, receptor distance 25 meters.
Source: Air Quality and Greenhouse Gas Impact Study, Appendix A

Toxic Air Pollutants. The construction equipment would emit diesel particulate matter (DPM), which is a carcinogen; however, the DPM emissions would be short-term in nature and occur intermittently throughout the 25-month construction process. Determination of risk from DPM is considered over a 70-year exposure time. As such, considering the short 25-month time frame for construction, exposure to DPM during construction would be less than significant.

Operation

For operational LSTs, onsite passenger car and truck travel emissions were modeled. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state Ambient Air Quality Standards. As shown in Table AQ-5, operational emissions would not exceed the SCAQMD's localized significance thresholds for any criteria pollutant at the nearest sensitive receptor. Therefore, localized air quality impacts from operational activities would be less than significant.

Table AQ-5: Localized Significance Summary of Operations

LST Pollutants	NOx	CO	PM_{10}	$PM_{2.5}$
	(lbs./day)	(lbs./day)	(lbs./day)	(lbs./day)
On-site Emissions[1]	2.11	18.65	0.9	0.4
SCAQMD Operation Threshold	323.3	1,671.9	3.3	1.7
Exceeds Threshold?	**No**	**No**	**No**	**No**

[1] Maximum daily emission in summer or winter.
Source: Air Quality and Greenhouse Gas Impact Study, Appendix A, and based on 193 Single-Family Residences

CO Hotspots. Areas of vehicle congestion have the potential to create pockets of CO called hotspots. These pockets have the potential to exceed the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to ambient air quality standards is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

With the turnover of older vehicles and introduction of cleaner fuels, electric vehicles, and vehicles with stop-start systems (where the engine shuts down when the vehicle is stopped and restarts when

the break petal is released), as well as implementation of control technology on industrial facilities, CO concentrations in the South Coast Air Basin and the state have steadily declined.

The analysis of CO hotspots compares the volume of traffic that has the potential to generate a CO hotspot (exceedance the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm) and the volume of traffic with implementation of the proposed project. In 2003, the SCAQMD estimated that a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix—in order to exceed state standards and generate a CO hot spot.

As detailed in Section 17, *Transportation*, shown on Table T-2, the proposed project would generate 144 a.m. peak hour vehicle trips and 192 p.m. peak hour vehicle trips. Over a 24-hour period, the proposed project is forecast to generate approximately 1,831 vehicle trips. Thus, the proposed project would not result in an increase in traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal air does not mix and would not generate a CO hotspot. Therefore, impacts related to CO hotspots from operation of the proposed project would be less than significant.

Friant Ranch Case. In December 2018, in the case of *Sierra Club V. County of Fresno* (2018) 6 Cal.5th 502, California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the SCAQMD in the Friant Ranch case (April 6, 2015, Appendix 3.4) (*Brief*), SCAQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The SCAQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed project due to many factors. It is necessary to have data regarding the sources and types of toxic air contaminants, location of emission points, the velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The *Brief* states that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, SCAQMD staff does not currently know of a way to accurately quantify O_3 related health impacts caused by NO_X or VOC emissions from relatively small projects due to photochemistry and regional model limitations. The *Brief* concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed project), the SCAQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs./day of NO_X and 89,180 lbs./day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The proposed project does not generate anywhere near 6,620 lbs./day of NO_X or 89,190 lbs./day of VOC emissions. The proposed project would generate a maximum of 46.46 lbs./day of NO_X during construction and 10.36 lbs./day of NO_X during operations (0.7% and 0.2% of 6,620 lbs./day, respectively). The proposed project would also generate a maximum of 42.41 lbs./day of VOC emissions during construction and 11.63 lbs./day of VOC emissions during operations (0.05% and 0.01% of 89,190 lbs./day, respectively). Therefore, the proposed project's

emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

However, as provided in Table AQ-5, the proposed project's localized impact on air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ have been analyzed by comparing the proposed project's on-site emissions to the SCAQMD's applicable LST thresholds. As shown, the proposed project would not result in emissions that exceeded the SCAQMD's LSTs. Therefore, the proposed project would not exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$, and impacts would be less than significant.

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

No Impact. The proposed project would not emit other emissions, such as those generating objectionable odors, that would affect a substantial number of people. The threshold for odor is identified by SCAQMD Rule 402, Nuisance, which states:

> *A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.*

The type of facilities that are considered to result in other emissions, such as objectionable odors, include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities.

The proposed project would implement residential development within the project area that does not involve the types of uses that would emit objectionable odors affecting a substantial number of people. In addition, odors generated by non-residential land uses are required to be in compliance with SCAQMD Rule 402, which would prevent nuisance odors.

During construction, emissions from construction equipment, architectural coatings, and paving activities may generate odors. However, these odors would be temporary, intermittent in nature, and would not affect a substantial number of people. The noxious odors would be confined to the immediate vicinity of the construction equipment. Also, the short-term construction-related odors would cease upon the drying or hardening of the odor-producing materials. Therefore, impacts associated with other emissions, such as odors, would not adversely affect a substantial number of people.

<u>Existing Plans, Programs, or Policies</u>

PPP AQ-1: Rule 402. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 402. The project shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number

of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

PPP AQ-2: Rule 403. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District (SCAQMD) Rule 403, which includes the following:

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project are watered, with complete coverage of disturbed areas, at least three times daily during dry weather, preferably in the mid-morning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and project site areas are reduced to 15 miles per hour or less.

PPP AQ-3: Rule 1113. The construction plans shall include a note that the project is required to comply with the provisions of South Coast Air Quality Management District Rule (SCAQMD) Rule 1113. Only "Low-Volatile Organic Compounds" paints (no more than 50 gram/liter of VOC) and/or High-Pressure Low Volume (HPLV) applications shall be used.

Mitigation Measures

None.

Sources

Air Quality and Greenhouse Gas Impact Study. Prepared by RK Engineering Group, Inc. (AQ 2021), included as Appendix A.

South Coast Air Quality Management District Final Localized Significance Threshold Methodology (SCAQMD 2008). Accessed: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf

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

The discussion below is based on the General Biological Assessment MSHCP Consistency Analysis, prepared by Hernandez Environmental Services (BIO 2021), included as Appendix B.

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

Less than Significant with Mitigation Incorporated. As detailed in the General Biological Assessment, the project site consists of disturbed ruderal habitat that is dominated by non-native

species. The dominant species observed in these areas include cheeseweed mallow (*Malva parviflora*) and London rocket (*Sisymbrium irio*). Other species observed within these areas include oats (*Avena sp.*), Menzies' fiddleneck (*Amsinckia menziesii*), field mustard (*Brassica rapa*), red-stemmed filaree (*Erodium cicutarium*), and stinknet (*Oncosiphon piluliferum*). General wildlife species documented on the project site or within the vicinity of the site include red-tailed hawk (*Buteo jamaicensis*), cattle egret (*Bubulcus ibis*), turkey vulture (*Catharrtes aura*), and mourning dove (*Zenaida macroura*).

The General Biological Assessment determined that none of the 16 plant species that are listed as state and/or federal Threatened, Endangered, or Candidate species; are required to be reviewed under the Narrow Endemic Plant section of the Western Riverside MSHCPor are 1B.1 listed plants on the CNPS Rare Plan Inventory, are present within the project site. The General Biological Assessment describes that the project site is within the MSHCP survey area for the following narrow endemic plant species: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Wrights's trichocoronis (*Trichocoronis wrightii var. wrightii*). However, the focused rare plant surveys that were completed as part of the General Biological Assessment did not identify any of these sensitive plant species. Therefore, impacts related to sensitive plant species would not occur.

The site is within the Western Riverside County MSHCP Burrowing Owl survey area. The Burrowing Owl is a CDFW Species of Special Concern. Its habitat includes coastal prairie, coastal scrub, Great Basin grassland, Great Basin scrub, Mojavean desert scrub, Sonoran Desert scrub, and valley and foothill grassland. The General Biological Assessment MSHCP Consistency Analysis included a habitat assessment, which determined that suitable habitat for Burrowing Owl is present on the project site and within the surrounding areas, so focused Burrowing Owl surveys were performed that did not identity Burrowing Owl or Burrowing Owl sign, and the survey determined that Burrowing Owl is not present. However, because the project site is located within the Western Riverside County MSHCP Burrowing Owl survey area, a 30-day preconstruction survey is required prior to the commencement of project activities (e.g., vegetation clearing, clearing, and grubbing, tree removal, site watering), which is included as Mitigation Measure BIO-1 to ensure that no owls have colonized the site prior to commencement of project activities per the Western Riverside County MSHCP Species Survey Protocols for Burrowing Owls. Therefore, the project has a less than significant impact with mitigation incorporated.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. Riparian habitats are those occurring along the banks of rivers and streams. Sensitive natural communities are natural communities that are considered rare in the region by regulatory agencies, known to provide habitat for sensitive animal or plant species, or known to be important wildlife corridors. As described above, the project site consists of disturbed land with non-native grassland. The General Biological Assessment (Appendix B) determined that the project site does not contain any natural habitats, including riparian. Also, no riparian habitat or other sensitive natural communities occur adjacent to the project site. Therefore, no impact would occur.

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?

No Impact. Wetlands are defined under the federal Clean Water Act as land that is flooded or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that normally does support, a prevalence of vegetation adapted to life in saturated soils. Wetlands include areas such as swamps, marshes, and bogs. As detailed previously, the project site consists of disturbed land with non-native grassland; and it does not contain any wetlands. In addition, the adjacent areas do not contain wetlands. Therefore, the development of the project site would not result in impacts on wetlands.

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

Less than Significant with Mitigation Incorporated. Wildlife corridors represent areas where wildlife movement is concentrated due to natural or anthropogenic constraints. Local corridors provide access to resources such as food, water, and shelter. Animals use these corridors, which are often hillsides or riparian areas, to move between different habitats. Regional corridors provide these functions and link two or more large habitat areas. They provide avenues for wildlife dispersal, migration, and contact between otherwise distinct populations.

The project site is not located within a designated wildlife corridor or linkage. The project site consists of flat, disturbed land and ruderal vegetation. Further, the project site is surrounded by roadways, developed areas, and agricultural uses. The area does not function as a wildlife movement corridor and is not adjacent to a wildlife movement corridor; and therefore, impacts would not occur.

However, the General Biological Assessment (Appendix B) determined that the project site has the potential to support ground-nesting birds and that there are trees and shrubs adjacent to the project site that can be utilized by nesting birds that are protected by the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515 during the avian nesting and breeding season that occurs between February 1 and September 15. The provisions of the MBTA prohibit disturbing or destroying active nests. Therefore, Mitigation Measure BIO-2 has been included to require that if commencement of demolition, construction, or vegetation clearing occurs between February 1 and September 15, a qualified biologist shall conduct a nesting bird survey no more than three days prior to commencement of activities to confirm the absence of nesting birds. If active nesting of birds is observed within 100 feet of the construction area prior to construction, the qualified biologist will establish an appropriate buffer around the active nests (e.g., as much as 500 ft. for raptors and 300 ft. for non-raptors), and the buffer areas would be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. With implementation of Mitigation Measure BIO-2, potential impacts to nesting birds would be less than significant.

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

No Impact. The General Biological Assessment (Appendix B) determined that the project site does not contain any trees or other biological resources protected by City of San Jacinto policies or ordinances. Therefore, no conflict with local policies or ordinances protecting biological resources would occur.

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

Less Than Significant Impact with Mitigation Incorporated. The project site is located within the San Jacinto Valley Area Plan of the Western Riverside County MSHCP. The project site is not located within a Criteria Cell or Cell Group. The project site is not located within any plan-defined areas requiring surveys for criteria area species, amphibian species, or mammalian species. The project site is within the Western Riverside County MSHCP Burrowing Owl (*Athene cunicularia*) survey area. During the focused surveys conducted for Burrowing Owl on-site, no Burrowing Owl or Burrowing Owl signs were found. A pre-construction survey for Burrowing Owl is required by Mitigation Measure BIO-1 to ensure that impacts related to burrowing owls would be less than significant. In addition, the proposed project would be required to conduct pre-construction surveys for nesting birds (included as Mitigation Measure BIO-2), which would further reduce potential impacts to avian resources covered by the MSHP. As a result, the proposed project would not conflict with the provisions of the MSHCP. The proposed project would implement mitigation to ensure compliance with MSHCP regulations.

Existing Plans, Programs, or Policies

PPP BIO-1: Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code Sections 3503.5, 3511, and 3515.

Mitigation Measures

Mitigation Measure BIO-1: Burrowing Owl. Submit to the Planning Division a pre-construction survey for burrowing owls for review and approval. The survey shall be conducted by a qualified biologist within 30 days prior to the start of construction/ground-breaking activities, as ensured through grading permit approval. If no active burrows are detected, then no further action would be required. If an occupied burrow is detected during the Burrowing Owl breeding season (March 1 to August 31), a protective buffer of 500 feet shall be designated around the active burrow by a qualified biologist to avoid impacting a breeding owl. No work shall occur within 500 feet of the burrow unless a reduced buffer area is determined to be acceptable by the City of San Jacinto. If an occupied burrow is detected during the non-breeding season (September 1 to February 28), the Burrowing Owl may be passively excluded based on California Department of Fish and Wildlife-approved methods, and the burrow can be excavated prior to construction.

Mitigation Measure BIO-2: Migratory Bird Treaty Act. Prior to issuance of grading or demolition permits that include vegetation and/or tree removal activities that will occur within the active breeding season for birds (February 1–September 15), the project applicant (or their Construction Contractor) shall retain a qualified biologist (meaning a professional biologist that is familiar with local birds and their nesting behaviors) to conduct a nesting bird survey no more than three days prior to commencement of construction activities. If required, the survey shall be submitted to the Planning Division for review and approval.

The nesting survey shall include the project site and areas immediately adjacent to the site that could potentially be affected by project-related construction activities, such as noise, human activity, and dust, etc. If active nesting of birds is observed within 100 feet (ft.) of the designated construction area prior to construction, the qualified biologist shall establish an appropriate buffer around the active nests (e.g., as much as 500 ft. for raptors and 300 ft. for non-raptors [subject to the

recommendations of the qualified biologist]), and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests.

Sources

General Biological Assessment MSHCP Consistency Analysis, prepared by Hernandez Environmental Services (BIO 2021), is included as Appendix B.

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

The discussion below is based on the Geotechnical Evaluation, prepared by Geo Tek, Inc. included as Appendix D; the Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., included as Appendix C; and the Phase I Environmental Site Assessment, prepared by Geo Tek, Inc., included as Appendix E.

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

Less than Significant. According to the *State CEQA Guidelines*, a historical resource is defined as something that meets one or more of the following criteria:

1) Listed in, or determined eligible for listing in, the California Register of Historical Resources;
2) Listed in a local register of historical resources as defined in Public Resources Code (PRC) Section 5020.1(k);
3) Identified as significant in a historical resources survey meeting the requirements of PRC Section 5024.1(g); or
4) Determined to be a historical resource by the project's Lead Agency.

PRC Section 5024.1 directs the evaluation of historical resources to determine their eligibility for listing on the CRHR. The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing on the NRHP, enumerated above, and require similar protection to what NHPA Section 106 mandates for historic properties. According to PRC Section 5024.1(c)(1-4), a resource is considered historically significant if it meets at least one of the following criteria:

1) Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2) Associated with the lives of persons important to local, California, or national history;
3) Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values; or

4) Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As described previously, the project site is undeveloped agricultural land that was used for farming between 1985 and 2019. The site has been cleared and disked. The Phase 1 Cultural Resources Assessment prepared for the proposed project included a search of the Eastern Information Center (EIC) at the University of California, Riverside (UCR) that identified the mapped location of the Russian Trans-Polar Landing of 1937 Site (P-33-009697) is recorded within the current project boundaries. Site P-33-009697 is the mapped location of the California Historical Landmark Russian Trans-Polar Landing Site of 1937 and documents the relative location of the event (CHL No. 989). As recorded, Site P-33-009697 is mapped as a small point on the eastern boundary of the project site. However, the Phase 1 Cultural Resources Assessment describes that given the accounts of the landing, the full extent of the location associated with the landing would likely encompass much of the surrounding agricultural field beyond the project site. There is no physical sign of the event on the site. Additionally, the State of California and a local history group have erected two different monuments for the event, both of which are located outside of the project site. A plaque is located across the street from the site at the Riverside County Fire Station 78, and an official State of California Landmark Plaque for the event is located approximately three miles east of the site within Hoffman Park. Therefore, although Site P-33- 009697 is mapped within the project site, no physical characteristics, memorialized plaques, or monuments are located within the project site. Hence, the project site does not include resources that meet the historic resource criteria or meet the definition of a historical resource pursuant to CEQA, and impacts related to historic resources would be less than significant.

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

Less than Significant Impact with Mitigation Incorporated. The Phase 1 Cultural Resources Assessment prepared for the proposed project included a search of the Eastern Information Center (EIC) at the University of California, Riverside (UCR). The search identified 12 cultural resource sites are mapped within one mile of the project site; but, none of these resources were related to archaeological resources, and no potential resources were identified during the site survey. The entire project has been previously utilized for agriculture and has been repeatedly cleared and disked. Thus, surficial soils on the site do not have the potential to contain archaeological resources. However, subsurface soils that consist of alluvium have not been previously disturbed and have the potential to contain archaeological resources. Construction of the proposed project would require a minimum of four feet of excavation and recompaction of soils, which may have the potential to impact archaeological resources.

Thus, Mitigation Measures CUL-1 has been included to require archaeological monitoring during all initial ground-disturbance activities, including vegetation removal and grading, to assess any potential for archeological resources to be uncovered at the project site. In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease, and the City shall be immediately notified. If the find is considered a "resource," the archaeologist, in coordination with the Native American monitor, shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Thus, implementation of Mitigation Measure CUL-1 would reduce potential impacts to archaeological resources to a less than significant level.

c) Disturb any human remains, including those interred outside of formal cemeteries?

No Impact. The project site has not been previously used as a cemetery. Thus, human remains are not anticipated to be uncovered during proposed project construction. In addition, California Health and Safety Code Section 7050.5, CEQA Section 15064.5, and Public Resources Code Section 5097.98 mandate the process to be followed in the event of an accidental discovery of any human remains. Specifically, California Health and Safety Code Section 7050.5 require that if human remains are discovered, disturbance of the site shall remain halted until the coroner has conducted an investigation into the circumstances, manner, and cause of death and made recommendations concerning the treatment and disposition of the human remains to the person responsible for the excavation, or to his or her authorized representative, in the manner provided in Section 5097.98 of the Public Resources Code. If the coroner determines that the remains are not subject to his or her authority and if the coroner has reason to believe the human remains to be those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Compliance with existing law would ensure that significant impacts to human remains would not occur.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. In the event that human remains are encountered on the project site, work within 50 ft. of the discovery shall cease, and the County Coroner shall be notified immediately consistent with the requirements of California Code of Regulations (CCR) Section 15064.5(e). State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code (PRC) Section 5097.98. Prior to the issuance of grading permits, the City Community and Planning, Building, and Code Enforcement Department Director, or designee, shall verify that all grading plans specify the requirements of CCR Section 15064.5(e), State Health and Safety Code Section 7050.5, and PRC Section 5097.98, as stated above.

Mitigation Measures

Mitigation Measure CUL-1: Archaeological Resources. Prior to the issuance of the first grading permit, the applicant shall provide a letter to the City Planning Department, or designee, from a qualified professional archeologist meeting the Secretary of Interior's Professional Qualifications for Archaeology as defined at 36 CFR Part 61, Appendix A stating that the archeologists have been retained to provide archeological resources monitoring of initial ground disturbance activity. The archeologist shall be present at the pre-grading conference to establish procedures for archeological resource surveillance.

In the event a previously unrecorded archaeological deposit is encountered during construction, all activity within 50 feet of the area of discovery shall cease, and the City shall be immediately notified. The archeologist shall flag the area in the field and shall determine if the archaeological deposits meet the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or unique archaeological resource (Public Resources Code 21083.2(g)).

If the find is considered a "resource," the archaeologist shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4 in consultation with the City. Per CEQA Guidelines Section 15126.4(b)(3), preservation in place shall be the preferred means to avoid

impacts to archaeological resources qualifying as historical resources. All recovered, and salvaged resources shall be prepared to the point of identification and permanent preservation by the archaeologist. Resources shall be identified and curated into an established accredited professional repository. The archaeologist shall have a repository agreement in hand prior to initiating the recovery of the resource. If unique archaeological resources cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be required at the developer/applicant's expense.

Sources

Geotechnical Evaluation, prepared by Geo Tek, Inc. (Appendix D)

Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc. (Appendix C)

Phase I Environmental Site Assessment, prepared by Geo Tek, Inc. (Appendix E)

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

The discussion below is based on the Air Quality and Greenhouse Gas Impact Study, RK Engineering Group, Inc. (AQ 2021), included as Appendix A. The Air Quality and Greenhouse Gas Impact Study includes modeling based on the assumption of 194 single-family residential units. The project is proposing 191 single-family residential units, 3 units less than analyzed, and therefore, estimated energy consumption included in the analysis is conservative and energy resources required by the proposed project would be less.

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

Less Than Significant Impact. The Southern California Gas Company provides natural gas to the existing residences that are adjacent to the site and the surrounding area. Additionally, Southern California Edison currently provides electricity services to the areas adjacent to the site. The proposed project would install onsite electrical and natural gas infrastructure that would connect to the existing offsite lines.

Construction

During construction of the proposed project, energy would be consumed in three general forms:

1. Petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, construction worker travel to and from the project site, as well as delivery truck trips;
2. Electricity associated with providing temporary power for lighting and electric equipment; and
3. Energy is used in the production of construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Based on these uses of energy during construction activities, the proposed buildings and the associated infrastructure would not be expected to result in demand for fuel greater on a per-unit-of-development basis than other development projects in Southern California. Construction does not involve any unusual or increased need for energy. In addition, the extent of construction activities that would occur is limited to a 25-month period, and the demand for construction-related electricity and fuels would be limited to that time frame.

Construction contractors are required to demonstrate compliance with applicable California Air Resources Board (CARB) regulations governing the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment as part of the City's construction permitting process, which is included as PPP E-2[2]. In addition, compliance with existing CARB idling restrictions would reduce fuel combustion and energy consumption. Overall, construction activities would comply with all existing regulations and would therefore not be expected to use fuel in a wasteful, inefficient, and unnecessary manner. Thus, no impacts related to wasteful and inefficient construction energy usage would occur.

Operation

Once operational, the proposed project would generate demand for electricity, natural gas, as well as gasoline for motor vehicle trips. Operational use of energy includes the heating, cooling, and lighting of the residences, water heating, operation of electrical systems and plug-in appliances, and outdoor lighting, and the transport of electricity, natural gas, and water to the residences where they would be consumed. This use of energy is typical for urban development, no additional energy infrastructure would be required to be built to operate the proposed project, and no operational activities would occur that would result in extraordinary energy consumption.

The proposed project would be required to meet the current Title 24 energy efficiency standards, which is included as PPP E-1. The City's administration of the Title 24 requirements includes a review of design components and energy conservation measures that occurs during the permitting process, which ensures that all requirements are met. Typical Title 24 measures include insulation; use of energy-efficient heating, ventilation, and air conditioning equipment (HVAC); solar-reflective roofing materials; solar panels; energy-efficient indoor and outdoor lighting systems; reclamation of heat rejection from refrigeration equipment to generate hot water; and incorporation of skylights, etc. In complying with the Title 24 standards, impacts to peak energy usage periods would be minimized, and impacts on statewide and regional energy needs would be reduced. Thus, the operation of the proposed project would not use large amounts of energy or fuel in a wasteful manner, and no operational energy impacts would occur. As detailed in Table E-1, the operation of the proposed project is estimated to result in less than approximately 1,784,126 kilowatt-hours (kWh) of electricity and approximately 5,905,060 thousand British thermal units (kBTU) of natural gas annually.

Table E-1: Estimated Annual Operational Energy Consumption

Energy Use	Electricity Usage[1] (KWhr/yr.)[2]	Natural Gas Usage[1] (KBTU/yr.)[2]
Single-Family Residences	1,621,270	5,905,060
Street Lighting[3]	162,856	- -
Total	**1,784,126**	**5,905,060**

Source: Air Quality and Greenhouse Gas Impact Study, Appendix A, and based on 193 Single-Family Residences
[1] CalEEMod default estimates.
[2] KWhr/yr. = Kilowatt Hours per Year
KBTU/yr. = Thousand British Thermal Units per Year
[3] Electricity usage for roadway street lighting, etc., is modeled as a parking lot land use in CalEEMod.

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

[2] https://ww3.arb.ca.gov/msprog/offroadzone/pdfs/offroad_booklet.pdf

No Impact. The proposed project would be required to meet the Calgreen energy efficiency standards in effect during permitting of the proposed project, as included as PPP E-1. The City's administration of the requirements includes a review of design components and energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the proposed project would not conflict with or obstruct opportunities to use renewable energy, such as solar energy. As discussed, the project proposes to use photovoltaic (PV) solar panels on each of the residences to offset their energy demand in accordance with the existing Title 24 requirements (included as PPP E-1). As such, the proposed project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, and impacts would not occur.

Existing Plans, Programs, or Policies

PPP E-1. CalGreen Compliance: The project is required to comply with the CalGreen Building Code as included in the City's Municipal Code Section 15.04.045 to ensure efficient use of energy. CalGreen specifications are required to be incorporated into building plans as a condition of building permit approval.

PPP E-2: Idling Regulations. The project is required to comply 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.

Mitigation Measures

None.

Sources

Air Quality and Greenhouse Gas Impact Study. Prepared by RK Engineering Group, Inc. (AQ 2021), included as Appendix A.

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

The discussion below is based on the Geotechnical Evaluation, included as Appendix D.

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?

No Impact. The project site is not located within a designated Alquist-Priolo Earthquake Fault Zone. As described by the Geotechnical Evaluation prepared for the proposed project, there are no known active faults traversing the site. The closest known active fault is the Casa Loma Fault, located approximately 850 feet to the northeast of the site. Thus, the proposed project would not expose people or structures to potential substantial adverse effects from rupture of a known earthquake fault that is delineated on an Alquist-Priolo Earthquake Fault Zoning Map, and impacts would not occur.

ii. Strong seismic ground shaking?

Less Than Significant Impact. The project site is located within a seismically active region of Southern California. The Casa Loma Fault Zone is located approximately 850 feet northeast of the project site. Thus, moderate to strong ground shaking can be expected at the site. The amount of motion can vary depending upon the distance to the fault, the magnitude of the earthquake, and the local geology. Greater movement can be expected at sites located closer to an earthquake epicenter that consists of poorly consolidated material such as alluvium and in response to an earthquake of great magnitude.

Structures built in the City are required to be built in compliance with the California Building Code (CBC [California Code of Regulations, Title 24, Part 2]), included in the Municipal Code as Section 15.04.020. In addition, PPP GEO-1 has been included to provide provisions for earthquake safety based on factors including occupancy type, the types of soils onsite, and the probable strength of the ground motion. Compliance with the CBC would include the incorporation of 1) seismic safety features to minimize the potential for significant effects as a result of earthquakes; 2) proper building footings and foundations; and 3) construction of the building structures so that they would withstand the effects of strong ground shaking. Because the proposed project would be constructed in compliance with the CBC, the proposed project would result in a less than significant impact related to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers located within approximately 50 feet of the ground surface lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loadings. During the loss of stress, the soil acquires “mobility” sufficient to permit both horizontal and vertical movements. Soil properties and soil conditions such as type, age, texture, color, and consistency, along with historical depths to ground water, are used to identify, characterize, and correlate liquefaction susceptible soils.

Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below the ground surface. Lateral spreading is a form of seismic ground failure due to liquefaction in a subsurface layer.

According to the Geotechnical Evaluation for the proposed project, the site is mapped by Riverside County as possessing a "moderate" potential for liquefaction. However, no groundwater was identified in onsite borings, and the historic high groundwater depth at the site is deeper than 100 feet below the ground surface. Therefore, the Geotechnical Evaluation determined that the site is not considered to be susceptible to liquefaction during a seismic event.

In addition, as described previously, structures built in the City are required to be built in compliance with the CBC, as included in the City's Municipal Code as Section 15.04.020 (and herein as PPP GEO-1), which implements specific requirements for seismic safety, excavation, foundations, and building construction. Compliance with the CBC, as included as PPP GEO-1, would reduce hazards related to liquefaction to a less than significant level.

iv. Landslides?

No Impact. Landslides and other slope failures are secondary seismic effects that are common during or soon after earthquakes. Areas that are most susceptible to earthquake-induced landslides are steep slopes underlain by loose, weak soils and areas on or adjacent to existing landslide deposits.

As described above, the project site is located in a seismically active region subject to strong ground shaking. However, the project site is generally flat and does not contain any hills or any other areas that could be subject to landslides, and no substantial slopes are located adjacent to the site. Therefore, the proposed project would not cause potential substantial adverse effects related to slope instability or seismically induced landslides.

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

Less Than Significant Impact. Construction of the proposed project has the potential to contribute to soil erosion and the loss of topsoil. Grading and excavation activities that would be required for the proposed project would expose and loosen topsoil, which could be eroded by wind or water.

The City's Municipal Code Chapter 13.44 implements the requirements of the NDPES Storm Water Permit, and all projects in the City are required to conform to the permit requirements. This includes installation of Best Management Practices (BMPs) in compliance with the NPDES permit, which establishes minimum stormwater management requirements and controls that are required to be implemented for the proposed project. To reduce the potential for soil erosion and the loss of topsoil, a Stormwater Pollution Prevention Plan (SWPPP) is required by the Regional Water Quality Control Board (RWQCB) regulations to be developed by a QSD (Qualified SWPPP Developer). The SWPPP is required to address site-specific conditions related to specific grading and construction activities. The SWPPP is required to identify potential sources of erosion and sedimentation loss of topsoil during construction, identify erosion control BMPs to reduce or eliminate the erosion and loss of topsoil, such as the use of silt fencing, fiber rolls, or gravel bags, stabilized construction entrance/exit, hydroseeding. With compliance with the City's Municipal Code, RWQCB requirements, and the BMPs in the SWPPP that are required to be prepared to implement the proposed project included as PPP WQ-1, construction impacts related to erosion and loss of topsoil would be less than significant.

In addition, the proposed project includes installation of landscaping, such that during operation of the proposed project, substantial areas of loose topsoil that could erode would not exist. In addition, as described in Section 10, *Hydrology and Water Quality*, the onsite drainage features that would be installed by the proposed project have been designed to slow, filter, and infiltrate stormwater, which would also reduce the potential for stormwater to erode topsoil during the project operations. Furthermore, implementation of the proposed project requires City approval of a site-specific Water Quality Management Plan (WQMP), which would ensure that the City's Municipal Code, RWQCB requirements, and appropriate operational BMPs would be implemented to minimize or eliminate the potential for soil erosion or loss of topsoil to occur. As a result, potential impacts related to substantial soil erosion or loss of topsoil would be less than significant.

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

Less Than Significant Impact. As described above, the project site is flat and does not contain nor is adjacent to any slope or hillside area. The proposed project would not create slopes. Thus, on or off-site landslides would not occur from implementation of the proposed project.

Lateral spreading, a phenomenon associated with seismically induced soil liquefaction, is a display of lateral displacement of soils due to inertial motion and lack of lateral support during or post liquefaction. It is typically exemplified by the formation of vertical cracks on the surface of liquefied soils and usually takes place on gently sloping ground or level ground with a nearby free surface such as drainage or stream channel. The Geotechnical Evaluation determined that the site is not considered to be susceptible to liquefaction during a seismic event; and therefore, impacts related to lateral spreading would also not occur.

However, it did identify the presence of various layers of loose to medium dense sands, silty sands, and silts that would be prone to dynamic densification (seismic settlement) during the design-level earthquake. The Geotechnical Evaluation determined that the seismically induced total settlements of the site soils could range from about 0.9 to 2.9 inches across the site. Therefore, the Geotechnical Evaluation recommends that the upper four feet of alluvium should be removed, and the proposed residences are developed on a minimum of two feet of engineered fill that is recompacted to 90 percent pursuant to California Building Code requirements. As described previously, compliance with the CBC, as included as PPP GEO-1, would require specific engineering design recommendations to be incorporated into grading plans and building specifications as a condition of construction permit approval to ensure that project structures would withstand the effects related to ground movement, including seismic settlement. Thus, impacts would be less than significant.

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?

Less Than Significant Impact. Expansive soils contain certain types of clay minerals that shrink or well as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semiarid areas with seasonal changes of soil moisture experiences, such as southern California, have a higher potential of expansive soils than areas with higher rainfall and more constant soil moisture.

The Geotechnical Evaluation describes that the site is underlain by alluvium, and the onsite borings identified that the soils consist of silty sand, sand, and sandy silt. The testing of the onsite soils

identified a "very low" to "medium" expansion potential as described previously. Compliance with the CBC, as included as PPP GEO-1, would ensure that foundation designs are consistent with the CBC regulations, included as PPP GEO-1. Thus, impacts related to expansive soils would be less than significant.

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?

No Impact. The proposed project would not use septic tanks or alternative methods for the disposal of wastewater into subsurface soils. Furthermore, the proposed project would connect to existing public wastewater infrastructure. Therefore, the proposed project would not result in any impacts related to septic tanks or alternative wastewater disposal methods.

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

Less than Significant Impact with Mitigation Incorporated. The geologic units underlying the project site are mapped as alluvium. As described by the General Plan EIR, the surface alluvial sediments typically do not contain significant vertebrate fossils; however, they overlie older Pleistocene sediments that have a high potential to yield fossils. Older Pleistocene sediments elsewhere throughout Riverside and San Bernardino Counties have yielded significant fossils of plants and extinct animals from the Ice Age.

Therefore, Mitigation Measure PAL-1 has been included to require paleontological resource monitoring during proposed project excavation and grading activities. In the event that paleontological resources are encountered, Mitigation Measure PAL-1 would require a ground-disturbing activity within 50 feet of the area of the discovery to cease so that the paleontologist can examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered. With implementation of Mitigation Measure PAL-1, impacts to paleontological resources would be less than significant.

Existing Plans, Programs, or Policies

PPP GEO-1: **California Building Code.** Prior to issuance of any construction permits, the project is required to demonstrate compliance with the California Building Code as included in the City's Municipal Code Chapter 15.04.020 to preclude significant adverse effects associated with seismic hazards. California Building Code related and geologist and/or civil engineer specifications for the project are required to be incorporated into grading plans and specifications as a condition of construction permit approval.

PPP WQ-1: **NPDES/SWPPP.** Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building and Safety Division with evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and construction sites of one acre or larger. The project applicant/proponent shall comply by submitting a Notice of Intent (NOI)

and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

Mitigation Measures

Mitigation Measure PAL-1: Paleontological Resources. A paleontologist selected from the roll of qualified paleontologists maintained by the City or the County shall be retained to provide spot-check monitoring services for the project. The paleontologist shall develop a Paleontological Resources Impact Mitigation Plan (PRIMP) to mitigate the potential impacts to unknown buried paleontological resources that may exist onsite. The PRIMP shall require that the paleontologist be present at the pre-grading conference to establish procedures for paleontological resource surveillance. The PRIMP shall require spot-check paleontological monitoring of excavation that exceeds depths of 5 feet. The PRIMP shall state that the project paleontologist shall re-evaluate the necessity for paleontological monitoring after 50 percent or greater of the excavations deeper than 5 feet have been completed. The PRIMP shall be submitted to the Planning Division for review and approval.

In the event that paleontological resources are encountered, ground-disturbing activity within 50 feet of the area of the discovery shall cease. The paleontologist shall examine the materials encountered, assess the nature and extent of the find, and recommend a course of action to further investigate and protect or recover and salvage those resources that have been encountered.

Criteria for discard of specific fossil specimens will be made explicit. If a qualified paleontologist determines that impacts to a sample containing significant paleontological resources cannot be avoided by project planning, then recovery may be applied. Actions may include recovering a sample of the fossiliferous material prior to construction, monitoring work and halting construction if an important fossil needs to be recovered, and/or cleaning, identifying, and cataloging specimens for curation and research purposes. Recovery, salvage, and treatment shall be completed at the applicant's expense. All recovered, and salvaged resources shall be prepared to the point of identification and permanent preservation by the paleontologist. Resources shall be identified and curated into an established accredited professional repository. The paleontologist shall have a repository agreement in hand prior to initiating the recovery of the resource.

Sources

City of San Jacinto General Plan Final EIR. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/General%20Plan/San%20Jacinto%20General%20Plan%20Final%20EIR-web.pdf

Geotechnical Evaluation, prepared by GeoTek, Inc., included as Appendix D.

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

The discussion below is based on the Air Quality and Greenhouse Gas Impact Study, RK Engineering Group, Inc. (AQ 2021), included as Appendix A. The Air Quality and Greenhouse Gas Impact Study includes modeling based on the assumption of 194 single-family residential units. The project is proposing 191 single-family residential units, 3 units less than analyzed, and therefore, estimated air quality and greenhouse gas emissions included in the analysis are conservative and emissions generated by the proposed project would be less.

GHG Thresholds

The City of San Jacinto has not adopted a numerical significance threshold to evaluate greenhouse gas (GHG) impacts. SCAQMD does not have approved thresholds; however, it does have draft thresholds that provides a tiered approach to evaluate GHG impacts, which includes the following:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to the project's operational emissions. If a project's emissions are below one of the following screening thresholds, then the project is less than significant:
    - Residential and Commercial land use: 3,000 metric tons of carbon dioxide equivalent (MTCO2e) per year
    - Industrial land use: 10,000 MTCO2e per year
    - Based on land use type: residential: 3,500 MTCO2e per year; commercial: 1,400 MTCO2e per year; or mixed-use: 3,000 MTCO2e per year

The SCAQMD's draft threshold uses the Executive Order S-3-05 year 2050 goal as the basis for the Tier 3 screening level. Achieving the Executive Order's objective would contribute to worldwide efforts to cap CO_2 concentrations at 450 parts per million (ppm), thus stabilizing the global climate. Therefore, for the purpose of examining potential GHG impacts from implementation of the proposed project and to provide a conservative analysis of potential impacts, the Tier 3 screening level for all land-use projects of 3,000 MTCO2e was selected as the significance threshold.

In addition, the SCAQMD methodology for the project's construction is to average them over 30-years and then add them to the project's operational emissions to determine if the project would exceed the screening values listed above.

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

Less Than Significant Impact. Construction activities produce GHG emissions from various sources, such as site excavation, grading, utility engines, heavy-duty construction vehicles onsite, equipment hauling materials to and from the site, asphalt paving, building construction, and motor vehicles transporting the construction crew. As shown in Table GHG-1, construction of 191 single-family residences would result in a total of 94.90 $MTC0_2e$ amortized over 30 years.

Table GHG-1: Project Construction Generated Greenhouse Gas Emissions ($MTC0_{2e}$)

Activity	On-site	Off-site	Total
Site Preparation	50.56	2.40	52.96
Grading	206.10	6.52	212.62
Building Construction	408.00	824.46	1,232.46
Paving	55.52	3.40	58.92
Architectural Coating	7.03	12.47	19.50
Total	727.21	849.25	1,576.46
Amortized over 30 years	**24.24**	**28.31**	**52.55**

Source: Air Quality and Greenhouse Gas Impact Study, Appendix A

In addition, operation of the proposed residences would result in area and indirect sources of operational GHG emissions that would primarily result from vehicle trips, electricity, and natural gas consumption, water transport (the energy used to pump water), and solid waste generation. GHG emissions from electricity consumed by the residences would be generated off-site by fuel combustion at the electricity provider. GHG emissions from water transport are also indirect emissions resulting from the energy required to transport water from its source. The estimated operational GHG emissions that would be generated from 191 residences were determined using the California Emissions Estimator Model (CalEEMod Version 2016.3.2) as detailed in Appendix A and shown in Table GHG-2. Additionally, in accordance with the SCAQMD recommendation, the proposed project's amortized construction-related GHG emissions are added to the operational emissions estimate in order to determine the proposed project's total annual GHG emissions.

Table GHG-2: Total Greenhouse Gas Emissions

Emission Source	GHG Emissions ($MTCO_{2e}$)
Mobile Source	2,092.32
Energy Source	435.48
Area Source	3.33
Water	97.64
Waste	113.82
Construction (30-year amortization)	52.55
Total Annual Emissions	**2,795.14**
SCAQMD Tier 3 Screening Threshold[2]	3,000

Exceed SCAQMD Threshold?	No

Source: Air Quality and Greenhouse Gas Impact Study, Appendix A

As shown in Table GHG-2, the operation of 194 single-family residences would generate approximately 2,795.14 $MTCO_2e$ per year, which would be below the screening threshold of 3,000 MTCO2e per year. Therefore, operation of the proposed 191 single-family residences would also be below the screening threshold, and impacts related to greenhouse gas emissions would be less than significant.

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

No Impact. The proposed project would develop the site with single-family residences that would comply with state programs that are designed to be energy efficient. The proposed project would comply with all mandatory measures under the California Title 24, California Energy Code, and the CalGreen Code, which would provide efficient energy and water consumption. The City's administration of the requirements includes a review of the energy conservation measures during the permitting process, which ensures that all requirements are met. In addition, the proposed project includes photovoltaic (PV) solar panels to offset the energy demand.

Also, as described in Section 17, *Transportation*, the proposed project would result in a less than significant vehicle miles traveled (VMT) impact because the proposed project is located within a low VMT generating area, where the VMT per service population is lower than the jurisdictional average; and therefore, is consistent with the regional Sustainable Communities Strategy.

In addition, the California Air Resources Board (CARB) Scoping Plan recommends strategies for implementation at the statewide level to meet the goals of AB 32 to reduce GHG emissions levels. The CARB Scoping Plan also reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. The proposed project would be consistent with the applicable measures established in the Scoping Plan, as shown in Table GHG-3. Therefore, the proposed project would not conflict with existing plans, policies, and regulations adopted for the purpose of reducing the emissions of greenhouse gas.

Table GHG-3: Project Consistency with CARB Scoping Plan

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.** The project area uses energy from Southern California Edison (SCE). SCE has committed to diversifying its portfolio of energy sources by increasing energy from wind and solar sources. The proposed project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity, and natural gas end uses by 2030.		**Consistent.** The new development implemented by the proposed project would be designed and constructed to implement the energy efficiency measures. The proposed project would not interfere with or obstruct policies or strategies to establish

Action	Responsible Parties	Consistency
		annual targets for statewide energy efficiency savings and demand reduction.
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 reduction planning targets in the IRP process. Load-serving entities and publicly-owned utilities meet GHG emissions reduction planning targets through a combination of measures as described in IRPs.		**Consistent.** The new development would be designed and constructed to implement the Title 24 (CalGreen) Standards.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero-emission and plug-in hybrid light-duty EVs by 2025.	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB zero-emission and plug-in hybrid light-duty EV 2025 targets.
At least 4.2 million zero-emission and plug-in hybrid light-duty EVs by 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB zero-emission and plug-in hybrid light-duty EV 2030 targets.
Further, increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB's efforts to implement Medium- and Heavy-Duty GHG Phase 2.
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_X standard.		**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB efforts to improve transit-source emissions.
Last-Mile Delivery: New regulation that would result in the use of low NO_X 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		**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB efforts to improve last-mile delivery emissions.

Action	Responsible Parties	Consistency
truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		
Further, reduce vehicle miles traveled (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."		**Consistent.** The proposed project would not obstruct or interfere with the implementation of SB 375 and would, therefore, not conflict with this measure.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The proposed project would not obstruct or interfere with CARB efforts to Increase the stringency of the SB 375 Sustainable Communities Strategy (2035 targets).
Harmonize project performance with emissions reductions and increase the 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 (IBank), Department of Finance (DOF), California Transportation Commission (CTC), Caltrans	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to harmonize transportation facility project performance with emissions reductions and increase the competitiveness of transit and active transportation modes.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy-duty, road users, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.
Implement California Sustainable Freight Action Plan		

Action	Responsible Parties	Consistency
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	**Consistent.** This measure would apply to all trucks accessing the project area; this may include existing trucks or new trucks that are part of the statewide goods movement sector. The proposed project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
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.		**Consistent.** The proposed project would not obstruct or interfere with agency efforts to 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.
Adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.	CARB	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	**Consistent.** These are not emissions related to the proposed project. Hence, the proposed project would not obstruct or interfere with agency efforts to reduce SLPS emissions
50% reduction in black carbon emissions below 2013 levels.		
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	**Consistent.** The new development would be required through City permitting to implement waste reduction and recycling measures consistent with state and City requirements. The proposed project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-Trade Program with declining annual caps.	CARB	**Consistent.** The proposed project is not applicable to the implementation of Cap-and-Trade Program provisions. Thus, the proposed project would not obstruct or interfere implementation of the post-2020 Cap-and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect the land from conversion through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA, CARB	**Consistent.** The project site is in an urban area and does not include, or adjacent to, conservation easements. Thus, the proposed project would not obstruct or interfere with agency efforts to protect the land from conversion through conservation easements and other incentives.

Action	Responsible Parties	Consistency
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity		**Consistent.** The proposed project provides for residential development. The proposed project would not obstruct or interfere with agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments		**Consistent.** Where appropriate, the new development would incorporate wood or wood products. The proposed project would not obstruct or interfere with agency efforts to encourage the use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan		**Consistent.** The proposed project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018	CARB	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and Fire Protection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	**Consistent.** The proposed project would not obstruct or interfere with agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

Existing Plans, Programs, or Policies

PPP E-1: CalGreen Compliance. As listed previously in Section 6, *Energy*.

Mitigation Measures

No mitigation measures related to greenhouse gas emissions are required.

Sources

Air Quality and Greenhouse Gas Impact Study. Prepared by RK Engineering Group, Inc. (AQ 2021), included as Appendix A.

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

The discussion below is based on the Phase I Environmental Site Assessment, prepared by Geo Tek, Inc., included as Appendix E.

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

Less Than Significant Impact. A hazardous material is defined as any material that, due to its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the environment. Hazardous materials include, but are not limited to, hazardous substances, hazardous wastes, and any material that regulatory agencies have a reasonable basis for believing would be injurious to

the health and safety of persons or harmful to the environment if released into the home, workplace, or environment. Hazardous wastes require special handling and disposal because of their potential to damage public health and the environment.

Construction
The proposed construction activities would involve the routine transport, use, and disposal of hazardous materials such as paints, solvents, oils, grease, and caulking during construction activities. In addition, hazardous materials would routinely be needed for fueling and servicing construction equipment on the site. These types of materials are not acutely hazardous, and all storage, handling, use, and disposal of these materials are regulated by federal and state regulations, such as the federal Resource Conservation and Recovery Act, federal Occupational Safety and Health Act, federal Hazardous Materials Transportation Act, the California Code of Regulations Title 14 and Title 27, the California Health and Safety Code, and the California Hazardous Waste Control Act, that are implemented by the City during building permitting for construction activities. Construction of the proposed project would not require the use of acutely hazardous materials. As such, impacts to surrounding residential neighborhoods through the routine transport, use, or disposal of hazardous materials are not expected. Therefore, impacts related to the use of these materials during construction would be less than significant.

Operation
The proposed project involves the operation of 191 new single-family residences and park facilities, which involve routinely using hazardous materials including solvents, cleaning agents, paints, pesticides, batteries, fertilizers, and aerosol cans. These types of materials are not acutely hazardous and would only be used and stored in limited quantities. The normal routine use of these hazardous materials products pursuant to existing regulations would not result in a significant hazard to people or the environment in the vicinity of the project site. Therefore, operation of the proposed project would not result in a significant hazard to the public or to the environment through the routine transport, use, or disposal of hazardous waste, and impacts would be less than significant.

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?

Less Than Significant Impact.

Construction
Accidental Releases. While the routine use, storage, transport, and disposal of hazardous materials in accordance with applicable regulations during construction activities would not pose health risks or result in significant impacts; improper use, storage, transportation, and disposal of hazardous materials and wastes could result in accidental spills or releases, posing health risks to workers, the public, and the environment. To avoid an impact related to an accidental release, the use of best management practices (BMPs) during construction is implemented as part of a Stormwater Pollution Prevention Plan (SWPPP) as required by the National Pollution Discharge Elimination System General Construction Permit (and included as PPP WQ-1). Implementation of an SWPPP would minimize potential adverse effects to workers, the public, and the environment. Construction contract specifications would include strict on-site handling rules and BMPs that include, but are not limited to:

- Establishing a dedicated area for fuel storage and refueling and construction dewatering activities that include secondary containment protection measures and spill control supplies;
- Following manufacturers' recommendations on the use, storage, and disposal of chemical products used in construction;
- Avoiding overtopping construction equipment fuel tanks;
- Properly containing and removing grease and oils during routine maintenance of equipment; and
- Properly dispose of discarded containers of fuels and other chemicals.

Operation
Other operational aspects of the proposed single-family residential project involve the use and storage of common hazardous materials such as paints, solvents, cleaning products, fuels, lubricants, adhesives, sealers, and pesticides/herbicides. These types of hazardous materials are regulated by existing laws that have been implemented to reduce risks related to the use of these substances. Normal routine use of typical residential products pursuant to existing regulations would not result in a significant hazard to the environment, residents, or workers in the vicinity of the project site.

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

Less Than Significant Impact. The closest school to the project site is the Megan Cope Elementary School, which is across Cottonwood Avenue (80 feet south) from the project site. As described above, construction and operation of the proposed residential project would involve the use, storage, and disposal of small amounts of hazardous materials on the project site. These hazardous materials would be limited and used, and disposed of in compliance with federal, state, and local regulations, which would reduce the potential of accidental release into the environment near the school.

Additionally, the emissions that would be generated from the construction and operation of the proposed project were evaluated in the Air Quality analysis presented in Section 3, and the emissions generated from the proposed project would not cause or contribute to an exceedance of the federal or state air quality standards. Thus, the proposed project would not emit hazardous or handle acutely hazardous materials, substances, or waste near the school, and impacts would be less than significant.

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

No Impact. According to the Phase I Environmental Site Assessment, which included a database search of local, regional, state, and federal databases related to hazardous materials, the project site is not identified as a hazardous materials site. In addition, the Phase I Environmental Site Assessment did not identify any hazardous material contamination or use in the project vicinity that could adversely affect the project site. Therefore, impacts related to a hazardous materials site would not occur from implementation of the proposed project.

e) For a project 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?

No Impact. The proposed project is not within an airport land use plan and is not within 2 miles of an airport. The closest airport to the project site is the Hemet-Ryan Airport, which is located 3.5 miles to the southeast of the project site. Therefore, the proposed project would not result in an impact on an airport land use plan and would not result in a safety hazard or excessive noise for people residing or working in the project area.

f) Impair implementation of an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.

Construction
Short-term construction activities include improvements to Cawston Avenue and Cottonwood Avenue and installation of utility connections to the existing infrastructure systems. These activities could require the temporary closure of one lane of North Sanderson Avenue. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process, as incorporated into the construction permits. Thus, impacts related to emergency response or evacuation plans during construction would be less than significant.

Operation
Direct access to the project site would be provided from Cottonwood Avenue and Cawston Avenue. The design of internal streets provides access to each of the proposed lots from both Cottonwood Avenue and Cawston Avenue. The proposed project is required to provide internal streets and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included as Municipal Code Chapter 8.16, as verified through the City's permitting process. As such, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

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

No Impact. The project site is used for farming activities and within an area that is used for farming, residential, school, fire station, and commercial uses. The project site is not adjacent to any wildland areas. According to the CAL FIRE Hazard Severity Zone map, the project site is not within a high fire hazard zone. As a result, the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

<u>Existing Plans, Programs, or Policies</u>

PPP WQ-1: NPDES/SWPPP. As listed below in Section 10, *Hydrology and Water Quality*.

PPP HAZ-1: Fire Code. The project shall conform to the California Fire Code, as included in the City's Municipal Code in Chapter 8.16.

<u>Mitigation Measures</u>

None.

Sources

California Department of Forestry and Fire Protection (CAL FIRE). 2020. Fire Hazard Severity Zone Map. Accessed: https://forestwatch.maps.arcgis.com/apps/Styler/index.html?appid=5e96315793d445419b6c96f89ce5d153

Phase I Environmental Site Assessment, prepared by Geo Tek, Inc., included as Appendix E.

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

The discussion below is based on the Hydrology Analysis and the Water Quality Management Plan, prepared by Mayers & Associates Civil Engineering, included as Appendix F and Appendix G.

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

Less Than Significant Impact.

Construction
Implementation of the proposed project includes grading, site preparation, construction of new buildings, and infrastructure improvements. Grading, stockpiling of materials, excavation, construction of new structures, and landscaping activities would expose and loosen sediment and building materials, which would have the potential to mix with stormwater and urban runoff and degrade surface and receiving water quality.

Additionally, construction generally requires the use of heavy equipment and construction-related materials and chemicals, such as concrete, cement, asphalt, fuels, oils, antifreeze, transmission fluid, grease, solvents, and paints. In the absence of proper controls, these potentially harmful materials could be accidentally spilled or improperly disposed of during construction activities and could wash into and pollute surface waters or groundwater, resulting in a significant impact to water quality.

Pollutants of concern during construction activities generally include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction, which would have the potential to be transported via storm runoff into nearby receiving waters and eventually may affect surface or groundwater quality. During construction activities, excavated soil would be exposed, thereby increasing the potential for soil erosion and sedimentation to occur compared to existing conditions. In addition, during construction, vehicles and equipment are prone to tracking soil and/or spoil from work areas to paved roadways, which is another form of erosion that could affect water quality.

However, the use of BMPs during construction implemented as part of a SWPPP as required by the National Pollution Discharge Elimination System (NPDES) General Construction Permit and included as PPP WQ-1 would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Furthermore, an Erosion and Sediment Transport Control Plan prepared by a qualified SWPPP developer (QSD) is required to be included in the SWPPP for the project and typically includes the following types of erosion control methods that are designed to minimize potential pollutants entering stormwater during construction:

- Prompt revegetation of proposed landscaped areas;
- Perimeter gravel bags or silt fences to prevent off-site transport of sediment;
- Storm drain inlet protection (filter fabric gravel bags and straw wattles), with gravel bag check dams within paved roadways;
- Regular sprinkling of exposed soils to control dust during construction and soil binders for forecasted wind storms;
- Specifications for construction waste handling and disposal;
- Contained equipment wash-out and vehicle maintenance areas;
- Erosion control measures including soil binders, hydro-mulch, geotextiles, and hydroseeding of disturbed areas ahead of forecasted storms;
- Construction of stabilized construction entry/exits to prevent trucks from tracking sediment on City roadways;

- Construction timing to minimize soil exposure to storm events; and
- Training of subcontractors on general site housekeeping.

Therefore, compliance with the Statewide General Construction Activity Stormwater Permit requirements, included as PPP WQ-1, which would be verified during the City's construction permitting process, would ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant.

Operation

The proposed project includes operation of single-family residential and park/open space uses. Potential pollutants associated with the proposed uses include various chemicals from cleaners, pathogens from pet wastes, nutrients from fertilizer, pesticides, and sediment from landscaping, trash, and debris, and oil and grease from vehicles. If these pollutants discharge into surface waters, it could result in degradation of water quality.

However, operation of the proposed project would be required to comply with the requirements of the Santa Ana Regional MS4 Permit to develop a project-specific WQMP (included as PPP WQ-2) that would describe implementation of low-impact development (LID) infrastructure and non-structural, structural, and source control and treatment control BMPs to protect surface water quality.

The Santa Ana Regional MS4 Permit regulations are included in the City's Municipal Code in Chapter 13.44. The MS4 Permit:

- Provides the framework for the program management activities and plan development;
- Provides the legal authority for prohibiting unpermitted discharges into the storm drain system and for requiring BMPs in new development and significant redevelopment;
- Ensures that all new development and significant redevelopment incorporates appropriate Site Design, Source Control, and Treatment Control BMPs to address specific water quality issues; and
- Ensures that construction sites implement control practices that address construction-related pollutants, including erosion and sediment control and onsite hazardous materials and waste management.

The Santa Ana Regional MS4 Permit requires that new development and significant redevelopment projects (or priority projects), such as the proposed project, develop and implement a WQMP that includes BMPs and LID design features that would provide onsite treatment of stormwater to prevent pollutants from onsite uses from leaving the site. A WQMP has been developed (included as Appendix G) per these requirements and recommends various BMPs to be incorporated into the project. The WQMP is required to be approved prior to the issuance of a building or grading permit.

The proposed project would install a bioretention basin in the northwest portion of the site to provide stormwater treatment, which has been sized to treat runoff from the Design Capture Storm (85th percentile, 24-hour) from the project site. As described previously, the WQMP is required to be approved prior to the issuance of a building or grading permit. The proposed project's WQMP would be reviewed and approved by the City to ensure it complies with the Santa Ana RWQCB MS4 Permit regulations. In addition, the City's permitting process would ensure that all BMPs in the

WQMP would be implemented with the proposed project. Overall, implementation of the WQMP pursuant to the existing regulations (included as PPP WQ-2) would ensure that operation of the proposed project would not violate any water quality standards, waste discharge requirements, or otherwise degrade water quality; and impacts would be less than significant.

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

Less Than Significant Impact. The Eastern Municipal Water District (EMWD) provides water services to the project area. The EMWD's Draft 2020 Urban Water Management Plan describes that the EMWD relies on a small portion of groundwater from the Hemet/San Jacinto Basin and the West San Jacinto Basin. Water production from these basins is managed through a watermaster and a Groundwater Sustainability Plan, which provide allowable pumping allocations that are sustainable.

As detailed in Table WQ-1, the EMWD 2020 Urban Water Management Plan (UWMP) shows that the anticipated production of groundwater would remain the same through 2045, and the use of recycled and imported water would increase through 2045. In 2045, groundwater would provide 17 percent of the EMWD water supply.

Table WQ-1: EMWD Projected Water Supply Projections (acre-feet)

Source	2025	2030	2035	2040	2045	2045 Percentage
Imported/Purchased	66,447	72,147	70,247	74,747	78,847	42.1%
Hemet/San Jacinto Basin Groundwater	7,303	7,303	7,303	7,303	7,303	3.9%
West San Jacinto Basin Groundwater	11,450	11,450	11,450	11,450	11,450	6.1%
West San Jacinto Basin Desalinated Groundwater	13,400	13,400	13,400	13,400	13,400	7.2%
Recycled	43,330	49,020	54,500	59,800	64,100	32.3%
Purified Water Replenishment	4,000	4,000	12,000	12,000	12,000	6.4%
Total	**145,930**	**157,320**	**168,900**	**178,700**	**187,100**	**100%**

Source: EMWD 2020 UWMP.

As detailed in Section 19, *Utilities and Service Systems*, the supply of water listed in Table WQ-1 would be sufficient during both normal years and multiple dry year conditions between 2025 and 2045 to meet all of EMWD's estimated needs, including the proposed project. Therefore, the proposed project would not result in changes to the projected groundwater pumping that would decrease groundwater supplies. Thus, impacts related to groundwater supplies would be less than significant.

The project site is an agricultural field, which is an impervious surface. After completion of project construction, the site would be largely impervious. The project would convey stormwater drainage into landscaping areas of the bioretention basin, which would infiltrate into soils and groundwater that occur onsite. Therefore, impacts related to interference with groundwater recharge would be less than significant.

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

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

Less Than Significant Impact. The project site does not include and is not adjacent to a natural stream or river. Implementation of the proposed project would not alter the course of a stream or river.

Construction
Construction of the proposed project would require excavation and grading activities that would expose and loosen building materials and sediment, which has the potential to mix with stormwater runoff and result in erosion or siltation off-site. However, the project site does not include any slopes, which reduces the erosion potential, and the large majority of soil disturbance would be related to excavation and backfill for installation of building foundations and underground utilities.

The NPDES Construction General Permit requires preparation and implementation of a SWPPP by a Qualified SWPPP Developer for the proposed construction activities (included as PPP WQ-1). The SWPPP is required to address site-specific conditions related to potential sources of sedimentation and erosion and would list the required BMPs that are necessary to reduce or eliminate the potential of erosion or alteration of a drainage pattern during construction activities.

In addition, a Qualified SWPPP Practitioner (QSP) is required to ensure compliance with the SWPPP through regular monitoring and visual inspections during construction activities. The SWPPP would be amended, and BMPs revised, as determined necessary through field inspections, in order to protect against substantial soil erosion, the loss of topsoil, or alteration of the drainage pattern. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP WQ-1) would prevent construction-related impacts related to potential alteration of a drainage pattern or erosion from development activities. With implementation of the existing construction regulations that would be verified by the City during the permitting approval process, impacts related to alteration of an existing drainage pattern during construction could result in substantial erosion, siltation, and increases in stormwater runoff would be less than significant.

Operation
The project site consists of an agricultural field with a soil surface, which has the potential for erosion and sedimentation. With development of the project, the site would be covered by impervious surfaces, such as residential structures, roadways, sidewalks, driveways, and patios, which would not be subject to erosion. Pervious areas of the site would be landscaped with groundcovers that would inhibit erosion, and the bioretention basin that is designed to filter in infiltrate stormwater and would not result in erosion or sedimentation.

The proposed project would maintain the existing drainage pattern. The runoff from the project area would be collected by roof drains, surface flow designed pavement, curbs, and area drains and conveyed to either landscaping areas or catch basins to the proposed bioretention basin in the northwestern portion of the site.

Additionally, the MS4 permit requires new development projects to prepare a WQMP (included as PPP WQ-2) that is required to include BMPs to reduce the potential of erosion and/or sedimentation through site design and structural treatment control BMPs. The WQMP has been completed for the project and is included as Appendix G. As part of the permitting approval process, the proposed drainage and water quality design and engineering plans would be reviewed by the City's Engineering Division to ensure that the site-specific design limits the potential for erosion and siltation. Overall, the proposed drainage system and adherence to the existing regulations would ensure that project impacts related to alteration of a drainage pattern and erosion/siltation from operational activities would be less than significant.

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

Less Than Significant Impact. The project site does not include and is not adjacent to a natural stream or river. Implementation of the project would not alter the course of a stream or river.

Construction
Construction of the proposed project would require excavation and grading that could temporarily alter the existing drainage pattern of the site and change runoff flow rates. However, as described previously, implementation of the project requires a SWPPP (included as PPP WQ-1) that would address site-specific drainage issues related to the construction of the project and include BMPs to eliminate the potential of flooding or alteration of a drainage pattern during construction activities Therefore, construction impacts would be less than significant.

Operation
As described previously, the proposed project would result in an increase in impervious surfaces. However, the project would maintain the existing drainage pattern and convey runoff to landscaped areas or to a bioretention basin for treatment and infiltration that has been designed to accommodate the stormwater volume pursuant to the MS4 permit requirements, as shown in the Hydrology Analysis, included as Appendix F. Therefore, an increase in the rate or amount of surface runoff in a manner which would result in flooding on- or offsite would not occur.

As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Department to ensure that the proposed drainage would accommodate the appropriate design flows. Overall, the proposed drainage system and adherence to the existing MS4 permit regulations, which would ensure that project impacts related to alteration of a drainage pattern or flooding from operational activities would be less than significant.

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 Impact.
As described previously, the project site does not include and is not adjacent to a natural stream or river. Implementation of the proposed project would not alter the course of a stream or river.

Construction
As described in the previous response, construction of the proposed project would require grading and excavation activities that could temporarily alter the existing drainage pattern of the site and could result in increased runoff and polluted runoff if drainage is not properly controlled. However, implementation of the project requires a SWPPP (included as PPP WQ-1) that would address site-specific pollutant and drainage issues related to construction of the project and include BMPs to eliminate the potential of polluted runoff and increased runoff during construction activities. This includes regular monitoring and visual inspections during construction activities. Compliance with the Construction General Permit and a SWPPP prepared by a QSD and implemented by a QSP (per PPP WQ-1) as verified by the City through the construction permitting process would prevent construction-related impacts related to increases in run-off and pollution from development activities. Therefore, impacts would be less than significant.

Operation
As described previously, the proposed project would result in an increase in impervious surfaces. However, the project would manage stormwater flows with landscaping and catch basins that would convey stormwater to a bioretention basin that has been designed to accommodate the stormwater volume pursuant to the MS4 permit requirements. As stormwater flow conditions would be controlled and accommodated by the proposed infrastructure, an increase in runoff that could exceed the capacity of storm drain systems and provide polluted runoff would not occur.

As part of the permitting approval process, the proposed drainage design and engineering plans would be reviewed by the City's Engineering Department to ensure that project specifications adhere to the existing MS4 permit regulations, which would ensure that pollutants are removed prior to discharge. Overall, with compliance to the existing regulations as verified by the City's permitting process, project impacts related to the capacity of the drainage system and polluted runoff would be less than significant.

iv. Impede or redirect flood flows?

Less Than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Map 06065C1470G, the project site is not within a flood zone. As detailed in the previous responses, implementation of the proposed project would result in an increase of impermeable surfaces on the site. However, the project would maintain the existing drainage pattern; and drainage would be accommodated by onsite landscaping, catch basins, and a bioretention basin that has been sized to accommodate the MS4 required design storm. Therefore, the proposed project would not result in impeding or redirecting flood flows by the addition of impervious surfaces. As detailed previously, the City's permitting process would ensure that the drainage system specifications adhere to the existing MS4 permit requirements, and compliance with existing regulations would ensure that impacts would be less than significant.

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

No Impact. According to the Federal Emergency Management Agency (FEMA) Map 06065C1470G, the project site is not within a flood zone. Thus, the project site is not located within

a flood hazard area that could be inundated with flood flows and result in the release of pollutants. Impacts related to flood hazards and pollutants would not occur from the proposed project.

Tsunamis are generated ocean wave trains generally caused by the tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, and exploding volcanic
islands. The proposed project is approximately 48 miles from the ocean shoreline and behind mountains. Based on the distance of the project site to the Pacific Ocean, the project site is not at risk of inundation from a tsunami. Therefore, the proposed project would not risk the release of pollutants from inundation from a tsunami. No impact would occur, and no mitigation is required.

Seiching is a phenomenon that occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. The project site is not located near any lake or reservoir that could generate a seiche. For this reason, the project site is not at risk of inundation from seiche waves. Therefore, the proposed project would not risk the release of pollutants from inundation from seiche. No impact would occur, and no mitigation is required.

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

Less Than Significant Impact. As described previously, the use of BMPs during construction implemented as part of a SWPPP as required by the NPDES Construction General Permit and PPP WQ-1 would serve to ensure that project impacts related to construction activities resulting in a degradation of water quality would be less than significant. Thus, construction of the project would not conflict with or obstruct implementation of a water quality control plan.

All new development projects are required to implement a WQMP (per PP WQ-2) that would comply with the MS4 permit requirements. The WQMP and applicable BMPs are verified as part of the City's permitting approval process, and construction plans would be required to demonstrate compliance with these regulations. Therefore, operation of the proposed project would not conflict with or obstruct implementation of a water quality control plan.

Water production from groundwater basins is managed through a watermaster and a Groundwater Sustainability Plan, which provide allowable pumping allocations that are sustainable, and the anticipated production of groundwater would remain steady through 2040 (as shown in Table WQ-1). As detailed in Section19, *Utilities and Service Systems*, the EMWD's supply of water listed in Table WQ-1 would be sufficient during both normal years and multiple dry year conditions between 2025 and 2045 to meet all of the City's estimated needs, including the proposed project. Therefore, the proposed project would be consistent with the groundwater management plan and would not conflict with or obstruct its implementation. Thus, impacts related to water quality control plans or sustainable groundwater management plans would be less than significant.

<u>Existing Plans, Programs, or Policies</u>

PPP WQ-1: NPDES/SWPPP. Prior to issuance of any grading or demolition permits, the applicant shall provide the City Building and Safety Department evidence of compliance with the NPDES (National Pollutant Discharge Elimination System) requirement to obtain a construction permit from the State Water Resource Control Board (SWRCB). The permit requirement applies to grading and

construction sites of one acre or larger. The project applicant/proponent shall comply by submitting a Notice of Intent (NOI) and by developing and implementing a Stormwater Pollution Prevention Plan (SWPPP) and a monitoring program and reporting plan for the construction site.

PPP WQ-2: WQMP. Prior to the approval of the Grading Plan and issuance of Grading Permits, a completed Water Quality Management Plan (WQMP) shall be prepared by the project applicant and submitted to and approved by the City Building and Safety Department. The WQMP shall identify all Post-Construction, Site Design. Source Control and Treatment Control Best Management Practices (BMPs) will be incorporated into the development project in order to minimize the adverse effects on receiving waters.

Mitigation Measures

None.

Sources

City of San Jacinto 2015 Urban Water Management Plan. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/File/City%20Government/WaterPowerPW/W_SJ-UWMP.pdf

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

Hydrology Analysis, prepared by Mayers & Associates Civil Engineering, included as Appendix F.

Water Quality Management Plan, prepared by Mayers & Associates Civil Engineering, included as Appendix G.

Federal Emergency Management Agency (FEMA). 2021. Flood Insurance Rate Map (FIRM) Map No. 06065C1470G. Accessed: https://msc.fema.gov/portal/home

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
11. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

a) Physically divide an established community?

No Impact. The project site is currently used for wheat farming and planned for residential development by the City's General Plan and zoning designations. The site is across the street from an elementary school, fire station, and an existing single-family residential development is located to the southwest of the site across the Cottonwood Avenue and Cawston Avenue intersection. The proposed project would develop the site to provide 191 single-family residential units, which is consistent with the existing single-family residences to the southwest of the site. Therefore, the change of the project site from a vacant site to a residential neighborhood would not physically divide an established community. In addition, the project would not change roadways, pedestrian bridges, or install any infrastructure that would result in a physical division. The proposed roadway/sidewalk system provides for circulation through the site. Thus, the proposed project would not result in impacts related to the physical division of an established community.

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

Less Than Significant Impact. As described previously, the project site is located adjacent to agricultural land and roadways and across the street from residential, school, fire station, and commercial uses. The proposed project would develop the project site to provide 191 new single-family residences, which would be similar to the single-family residential uses that are across Cottonwood Avenue to the southwest of the site.

General Plan

The project site has General Plan land use designations of Medium Density Residential (MDR) that provide for 5.1 to 10.0 dwelling units per acre. The proposed project includes 191 single-family residences within 22.68 net acres, which would result in 8.6 units per net acre and would be within the allowable MDR density of 5.1 to 10.0 dwelling units per acre. Therefore, the density of the project would be consistent with the existing General Plan land use designations for the site, and impacts related to General Plan land uses would be less than significant.

Zoning

The project site is zoned as Residential Medium Density (RM). The RM zone allows a density ranging from 5.1 to 10.0 dwelling units per net acre, which is consistent with the MDR General Plan land use designation.

The proposed project includes 191 single-family residences within 22.68 net acres, which would result in 8.6 units per net acre and would be within the allowable RM density of 5.1 to 10.0 dwelling units per acre. Pursuant to Development Code Section 17.620.020.E, development standards may be modified with the approval of a PDP. The PDP would be reviewed and approved by the City as part of project approval. Therefore, the density of the proposed project would be consistent with the existing zoning designations.

Thus, the proposed project would not conflict with the General Plan and zoning regulations and would not result in impacts related to plans adopted for the purpose of avoiding or mitigating an environmental effect.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

City of San Jacinto Development Code. Accessed: https://static1.squarespace.com/static/5a999021cc8fedea12873268/t/5c5b2416e4966be819e411b0/1549476901268/Complete+Development+Code.pdf

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

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

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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 plans?	☐	☐	☐	☒

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?

No Impact. The General Plan EIR describes that the City is designated Mineral Resource Zone 1 by the California Geological Survey, meaning that the site is in an area geologic information indicates no significant mineral deposits are present. In addition, the project site and surrounding areas do not include existing or pervious mining uses. Thus, implementation of the proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state, and impacts would not occur.

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

No Impact. The City of San Jacinto General Plan EIR describes that the City is designated Mineral Resource Zone 1 by the California Geological Survey, meaning that the site is in an area geologic information indicates no significant mineral deposits are present. As described in the previous response, the project site and surrounding areas do not contain known mineral resources. Therefore, no impacts related to the loss of availability of a locally important mineral resource recovery site, as delineated on a local general plan, specific plan, or other land-use plans, would occur as a result of the project.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

City of San Jacinto General Plan Final EIR. Accessed:
https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/Image/City%20Governmen

t/CommunityDevelopment/General%20Plan/San%20Jacinto%20General%20Plan%20Final%20EIR-web.pdf

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
13. NOISE. Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

The discussion below is based on the Noise Impact Study, 2021prepared by RK Engineering Group, Inc., included as Appendix H. The Noise Impact Study includes modeling based on the assumption of 213 single-family residential units. The project is proposing 191 single-family residential units, 22 units less than analyzed, and therefore, estimated noise generation included in the analysis is conservative and noise generated by the proposed project would be less than analyzed.

Noise Element of the General Plan

The City of San Jacinto General Plan Noise Element establishes planning criteria for determining a development's noise/land use compatibility based on the community noise equivalent level (CNEL). Table N-1 summarizes the City's Noise/Land Use Compatibility guidelines for residential land uses.

Table N-1: General Plan Noise Element Noise/Land Use Compatibility Guidelines

Land Use	Noise Limit (dBA CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Incompatible	Clearly Unacceptable
Residential- Single Family, Multifamily, Duplex	<60	60-70	70-75	>75

Source: General Plan Noise Element Table N-2.

The City of San Jacinto General Plan Noise Element defines the noise compatibility categories as follows:

Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should only be undertaken after a detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Normally Incompatible: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable: New construction or development should generally not be undertaken.

Municipal Code

Section 8.40.090, Construction Activity Noise Regulations. Construction activities shall be exempted from noise regulations as long as it occurs between 7:00 a.m. and 7:00 p.m., Monday through Saturday, and at no time on Sunday or any legal holiday.

Section 8.40 Noise Standards. Exterior and interior noise level regulations for residential property are listed in Table N-2.

Table N-2: Municipal Code Residential Noise Standards

Location	Time Period	Noise Standard
Exterior	Daytime (7am - 10pm)	65 dBA
	Nighttime (10pm – 7am)	45 dBA
Interior	Daytime (7am - 10pm)	45 dBA
	Nighttime (10pm – 7am)	40 dBA

Source: Municipal Code Section 8.40.

Federal Transit Administration

The construction noise threshold from *Transit Noise and Vibration Impact Assessment* (2018) identifies a significant construction noise impact if construction noise exceeds 80 dBA Leq over an eight-hour period during the daytime at the nearby sensitive receivers (e.g., residential, etc.).

Caltrans Transportation and Construction Vibration Guidance Manual

The City does not have numeric vibration standards that are applicable to the proposed project. Hence, the California Department of Transportation's (Caltrans) Transportation and Construction Vibration Guidance Manual guidelines are used as a screening tool for assessing the potential for adverse vibration effects related to structural damage and human perception.

Caltrans identifies a building damage vibration level threshold for older residential structures of 0.3 in/sec PPV and a distinctly perceptible human annoyance vibration level threshold of 0.04 in/sec PPV at nearby sensitive receiver locations.

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?

Less Than Significant With Mitigation Incorporated.

Construction

The construction noise from the proposed project would occur throughout various portions of the project site over a 25-month period. Noise generated by construction equipment would include a combination of trucks, power tools, concrete mixers, and portable generators that, when combined, can reach high levels. Construction activity is expected to include: demolition of the existing structures, pavement (including concrete crushing), removal of the existing utility infrastructure, grubbing, excavation, grading, building construction, architectural coating, and paving. The closest sensitive receptors are the existing single-family residences located approximately 120 feet southwest of the project site and the elementary school that is located approximately 80 feet south of the project site boundary across Cottonwood Avenue.

Per Section 8.40.090 of the City's Municipal Code, noise from construction activities is exempt from the City's established noise standards as long as the activities occur between the hours of 7:00 a.m. and 7:00 p.m., Monday through Saturday; and at no time on Sunday or any legal holiday. The proposed project's construction activities would occur pursuant to these regulations.

Neither the City's General Plan nor Municipal Code establishes numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase. Thus, the construction noise thresholds from the FTA T*ransit Noise and Vibration Impact Assessment* (2018) have been utilized, which identifies a significant construction noise impact if construction noise exceeds 80 dBA Leq over an eight-hour period at sensitive receptors.

The noise would be temporary in nature as the operation of each piece of construction equipment would not be constant throughout the construction day, and equipment would be turned off when not in use. The typical operating cycle for a piece of construction equipment involves one or two minutes of full power operation followed by three or four minutes at lower power settings. The construction equipment would include a combination of trucks, power tools, concrete mixers, portable generators, and mounted impact hammers (excavator with impact hammer attachment).

The volume of noise would depend on the location of construction and the location of the sensitive receptor. The noise generated from construction of the project at 50 feet from construction activities has been estimated by using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model (RCNM), construction noise level estimates included in the City's General Plan EIR, and the construction equipment anticipated to be used for each phase of project construction, which is listed in Table N-2. As shown construction equipment noise would range from 73 to 89 dBA at 50 feet from construction activities. However, noise levels would vary depending on the location of equipment on the project site, the intervening traffic noise from Cottonwood Avenue, and the existing 6-foot-high cement block wall that surrounds the residential development across Cottonwood Avenue. The Caltrans Technical Noise Supplement (Caltrans 2013) describes that a cement block wall would reduce noise transmission by 34 dBA. Therefore, assuming a typical attenuation rate of 6 dBA per doubling of distance and cement block wall noise reduction of 34 dBA, the maximum construction noise at the closest existing residences would be approximately 46 dBA. Therefore, project construction activities would not exceed the 80 dba Leq over an eight-hour period, and construction-related impacts would be less than significant.

Table N-3: Construction Equipment Noise Emissions

Equipment Description	Spec 721.560 Lmax at 50 feet[1] (dBA, slow[2])	Leq at 50 feet (General Plan EIR Table 5.10-4)
Site Preparation		
Rubber Tired Dozer	85	86
Tractor, Loader or Backhoe[3]	84	84
Grading		
Excavator	85	82
Grader	85	85
Rubber Tired Dozer	85	86
Scraper	84	88
Tractor, Loader or Backhoe[3]	85	84
Building Construction		
Crane	85	83
Forklift	85	80
Generator	82	84
Tractor, Loader or Backhoe[3]	85	84
Welder	73	80
Paving		
Paver	85	89
Paving Equipment	85	89
Roller	85	79
Architectural Coating		
Air Compressor	80	81

[1] Spec 721.560 is the equipment noise level per the RCNM program.
[2] The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.
[3] For the tractor/loader/backhoe, the tractor noise level was utilized because it is the loudest of the three types of equipment.

Operation

Exterior Noise Standard Consistency. Ambient noise sources within the project vicinity include noise from Cottonwood Avenue. Table N-4 provides the roadway noise levels at the closest proposed residences based on the General Plan Circulation Element average daily trip capacity and speed of the roadways. With the development of the proposed 6-foot-high concrete, masonry block walls along the western boundary of the site fronting Cawston Avenue and the southern boundary of the site along Cottonwood Avenue, noise levels at the proposed residences would be consistent with the City of San Jacinto General Plan Noise/Land Use Compatibility Guidelines. The exterior noise levels on the project site would fall within the Normally Acceptable to Normally Incompatible range for residential uses.

Table N-4: Exterior Noise Levels from Roadways (dBA CNEL)

Roadway	Receptor Location	Exterior Façade Study Locations	Noise Level at Facade	Noise/Land Use Compatibility
Cottonwood Avenue	Residential Dwelling Units (1-9 & 64-73)	Backyard/Patio	62.8	Conditionally Acceptable
		1st Floor Facade	62.3	Conditionally Acceptable
		2nd Floor Facade	70.9	Normally Unacceptable
Cawston Avenue	Residential Dwelling Units (44-63)	Backyard/Patio	56.3	Normally Acceptable
		1st Floor Facade	55.6	Normally Acceptable
		2nd Floor Facade	64.0	Normally Acceptable

[1] Exterior noise levels calculated 5-feet above pad elevation, perpendicular to the subject roadway.
Source: Noise Impact Analysis, Appendix H

Without the installation of a 6-foot wall, noise levels of the first row of houses along Cottonwood Avenue and Cawston Avenue would exceed the conditionally acceptable land use compatibility limits (60-70 dBA CNEL). Therefore, Mitigation Measure NOI-1 is included to ensure that the project includes the 6-foot-high solid CMU walls (or equivalent, minimum 3.5 lbs./sq. ft. of face area) to be constructed along the western boundary of the site fronting North Sanderson Avenue and along the southern boundary of the site toward Cottonwood Avenue. Therefore, with the implementation of mitigation, impacts related to exterior noise and land use compatibility would be less than significant.

Interior Noise Standard Consistency. The Noise Impact Study (Appendix H) includes an interior noise analysis for the proposed residences facing Cawston Avenue and Cottonwood Avenue using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level. Table N-5 provides estimated future interior noise levels along Cawston Avenue and Cottonwood Avenue. Table N-5 shows that upgraded STC-rated windows would be required on the 2nd floor of the residences on lots 1-9 and 64-73 that are located along Cottonwood Avenue in order to meet the 45 dBA CNEL interior noise level requirements. Therefore, Mitigation Measure NOI-2 is included to ensure that upgraded STC-rated windows are included in these new residences and that interior noise impacts would be less than significant.

Table N-5: Interior Noise Levels from Roadways (dBA CNEL)

Roadway	Receptor Location	Projected Exterior Noise Level at Facade	Interior Noise Reduction Required	Interior Noise Level w/Standard Windows (STC ~ 25)		STC Required to Meet Interior Noise Level
				"Windows Open" [1]	"Windows Closed" [2]	
Cottonwood Avenue	1st Floor Façade Lots (1-9 & 64-73)	62.3	17.3	50.3	42.3	25
	2nd Floor Façade Lots (1-9 & 64-73)	70.9	**25.9**	58.9	50.9	**26**
Cawston Avenue	1st Floor Façade Lots (44 - 63)	55.6	10.6	43.6	35.6	25
	2nd Floor Façade Lots (44 - 63)	64.0	19.0	52.0	44.0	25

[1] A minimum of 12 dBA noise reduction is assumed with the "windows open" condition.
[2] A minimum of 20 dBA noise reduction is assumed with the "windows closed" condition.
Bold = an STC that exceeds standard windows (STC 25)
Source: Noise Impact Analysis, Appendix H

Traffic Noise. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project is a residential project that would not result in a substantial number of truck trips.

As detailed below in Section 17, *Transportation*, the proposed project would result in 144 a.m. peak hour trips and less than 192 p.m. peak hour trips[3]. The Traffic Study prepared by RK Engineering Group, 2021 (TS 2021) included as Appendix I identifies that 50 percent of the project trips would enter/exit the project site from Cawston Avenue, and 50 percent of the project trips would enter/exit the project site from Cottonwood Avenue. Thus, it is anticipated that approximately 72 a.m. peak hour trips would occur from both the Cawston Avenue and Cottonwood Avenue access points to the project site. This volume of trips averages 1.2 trips per minute during the a.m. peak hour. In the p.m. peak hour, approximately 96 trips would occur from both the Cawston Avenue and Cottonwood Avenue access points to the project site. This volume of trips averages 1.5 trips per minute during the a.m. peak hour. The vehicular noise generated by 1.6 trips per minute would not constitute a substantial permanent increase to ambient noise levels. Therefore, impacts related to traffic noise would be less than significant.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

Less Than Significant Impact.

Construction

Construction activities associated with the proposed project would require the operation of off-road equipment and trucks that are known sources of vibration. Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance.

Since neither the Municipal Code nor the General Plan provides a quantifiable vibration threshold, guidance from the *Transportation and Construction Vibration Guidance Manual*, prepared by Caltrans in 2020, has been utilized for this analysis, which defines the threshold of perception from transient sources such as off-road construction equipment at 0.25 inch per second peak particle velocity (PPV). Table N-6 shows the typical PPV and average vibration levels shown in vibration velocity in decibels (VdB) that are produced from construction equipment that would be utilized during construction of the proposed project.

Table N-6: Vibration Source Levels for Construction Equipment

Equipment	Peak Particle Velocity at 25 feet (inches/second)	Average Vibration Level (VdB or Lv) at 25 feet
Vibratory Roller	0.210	94
Large Bulldozer	0.089	87
Caisson Drill	0.089	87
Loaded Trucks	0.076	86
Jackhammer	0.035	79
Small Bulldozer	0.003	58
Source: Caltrans, 2020		

[3] These trip estimates are based on 194 single-family residences, which is 3 more residences than proposed by the 191 single-family unit residential project.

From the list of the equipment shown in Table N-6, a vibratory roller with a vibration level of 0.21 inch-per-second PPV at 25 feet would be the source of the highest vibration levels of all equipment utilized during construction activities for the proposed project. This would remain below the 0.25 inch-per-second PPV threshold. The closest sensitive receptors are the existing single-family residences that are located approximately 120 feet to the southwest of the project site boundary and the school that is located 80 feet to the south of the project site, both of which are across Cottonwood Avenue from the site. At this distance, the highest vibration levels would be far below the threshold. Therefore, vibration impacts from construction activities would be less than significant.

Operation
The proposed single-family residential land uses would not involve activities or operation of stationary or mobile equipment that would result in high vibration levels, which are more typical for large industrial projects that employ heavy machinery. During project operations, the primary source of vibration would likely be from delivery trucks or garbage trucks within and adjacent to the project area. However, the FTA's *Transit Noise and Vibration Impact Assessment* state that it is unusual for vibration from vehicular sources (including buses and trucks) to be perceptible, even in locations close to major roads. As such, no sources of "excessive" ground-borne vibration or noise levels are anticipated during operations of the residential area, and therefore, impacts would be less than significant.

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?

No Impact. The proposed project is not within an airport land use plan and is not within 2 miles of an airport. The closest airport to the project site is Hemet-Ryan Airport, which is located approximately 3.5 miles to the southeast of the project site. In addition, the noise contour maps for the Hemet-Ryan Airport (Noise Impact Study Exhibit C) show that the project is located outside of the airport's 60 dB Ldn noise contour limit. Therefore, the proposed project would not expose people residing or working in the project area to excessive noise levels related to an airport or airstrip, and no impact would occur.

<u>Existing Plans, Programs, or Policies</u>

PPP N-1: Construction Noise. Project construction activities shall occur in compliance with Municipal Code Section 8.40.090, which states that construction shall occur between 7:00 a.m. and 7:00 p.m., Monday through Saturday, and at no time on Sunday or any legal holiday.

<u>Mitigation Measures</u>

Mitigation Measure NOI-1: Wall Plan. The project plans and construction specification shall include a 6-foot-high CMU wall (or equivalent, minimum 3.5 lbs./sq. ft. of face area) to be constructed along the western boundary of the site fronting Cawston Avenue and along the southern boundary of the site toward Cottonwood Avenue. The wall must have a solid face from top to bottom without openings or decorative cutouts. All gaps (except for weeping holes) shall be filled with grout or caulking to avoid noise flanking.

Mitigation Measure NOI-2: Window Upgrades Lots 1-9 and 64-73. The project plans and construction specifications shall include upgraded windows with a minimum STC of 30 on the 2nd

floor of units on the side of the residences facing Cottonwood Avenue within Lots 1-9 and 64-73. The installation of the windows identified herein shall be completed and verified by the City's Building and Safety Department prior to the provision of occupancy permits.

Sources

Caltrans *Transportation and Construction Vibration Guidance Manual* (2020). Accessed: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tcvgm-apr2020-a11y.pdf

Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (Caltrans 2013). Accessed: https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/env/tens-sep2013-a11y.pdf

City of San Jacinto General Plan Noise Element. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/File/City%20Government/Community%20Development/Planning/General%20Plan/007_NoiseElement.pdf

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

Federal Transit Administration. Transit Noise and Vibration Impact Assessment, 2006. Accessed: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

Noise Impact Study, 2021. Prepared by RK Engineering Group, Appendix H

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

a) Induce substantial unplanned population growth in an area, either directly or indirectly?

Less Than Significant Impact. The proposed project would construct 191 single-family residences. As described previously, the 191 single-family residences within the MDR designated area of 22.68 net acres would result in 8.6 units per net acre and would be less than the allowable MDR density of 10.0 dwelling units per acre. Therefore, the number of residences that would be developed within the project site is consistent with planned growth in the General Plan Land Use Element, and unplanned growth would not occur.

The General Plan Land Use Element Table LU-3 identifies the development capacity of the General Plan land uses and provides estimated persons per household of 2.87. Based on the General Plan assumption, the 191 proposed single-family residences would result in a population of 549 residents. The California Department of Finance estimates that in January 2021, the City of San Jacinto had a population of 51,269 and 16,290 housing units. The proposed project would result in a 1.1 percent increase in residents and a 1.2 increase in housing units in the city, which is not substantial growth.

In addition, the proposed project would be served by the existing public roadways that are adjacent and near the project site; including Cottonwood Avenue and Sanderson Avenue. The proposed project would connect into the existing utility and infrastructure system. The proposed project does not include, and would not result in, an extension of roads or other infrastructure outside of the project area that could induce substantial population growth in the area. Therefore, the proposed project would result in less than significant impacts related to both direct and indirect inducement of growth.

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

No Impact. The project site is used for agriculture and does not include housing, and no people are located onsite. Therefore, the proposed project would not displace any people or housing, and no impacts would occur.

Existing Plans, Programs, or Policies

None.

Mitigation Measures

None.

Sources

California Department of Finance. May 2019. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark*. Accessed: http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/

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

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

a) Result in substantial adverse physical impacts associated with the provision of 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:

Fire protection?
Police protection?
Schools?
Parks?
Other public facilities?

***Fire Protection* – Less Than Significant Impact.** The Riverside County Fire Department provides fire protection services throughout the City of San Jacinto. The Fire Department has two fire stations in the city, as described below:

- Station 78 is closest to the project site. It is located at 12450 W. Cottonwood Avenue, which is across Cottonwood Avenue from the project site.
- Station 25 is located 3.9 miles from the project site at 132 S San Jacinto Avenue.

The Riverside County Fire Department 2019 Annual Report details that in 2019 there were 6,877 calls for fire department services from the City of San Jacinto. Of these, over 80 percent were related to medical emergencies, and approximately 2 percent were fire-related service calls.

The proposed project would develop 191 single-family residences. Implementation of the proposed project would be required to adhere to the California Fire Code, as included in the City's Municipal Code Chapter 8.16; as part of the permitting process, the project plans would be reviewed by the City's Building and Safety Department to ensure that the project plans meet the fire protection requirements.

Due to the small increase in onsite people that would occur from the implementation of the proposed project, an incremental increase in demand for fire protection and emergency medical services would occur. However, the increase in residents onsite is limited (549 residents) and is consistent with the planned land uses in the area. Also, because the existing fire station is located across the street from the project site, the limited increase in demand that is consistent with City planning and growth projections, would not increase demands such that the existing two fire stations would not be able to accommodate servicing the proposed project in addition to its existing commitments. The proposed project was reviewed and recommended for approval by the Riverside County Fire Department. Provision of a new or physically altered fire station would not be required that could cause environmental impacts. Therefore, impacts related to fire protection services from the proposed project would be less than significant.

***Police Protection* – Less Than Significant Impact.** The Riverside County Sheriff's Department provides policing services to the city and has a Police Station in the City at 160 W 6th Street, which is 3.8 miles east of the project site. The City's General Plan EIR describes that the city was staffed at a ratio of 1.08 officers per 1,000 residents.

Because the project site is currently used for agriculture, the development of the proposed 191 single-family residences would result in an incremental increase in demands on law enforcement services. However, the increase would not be significant when compared to the current demand levels. As described previously, the residential population of the project site at full occupancy would be approximately 549 residents and based on the staffing of 1.08 officers per thousand population, the proposed project would require 0.6 percent of an additional officer.

Since the need generated by the proposed project is approximately one-half of a full-time officer, the proposed project would not require the construction or expansion of the City's existing policing facilities. Thus, substantial adverse physical impacts associated with the provision of new or expanded facilities would not occur. Thus, impacts related to police services would be less than significant.

***Schools* – Less Than Significant Impact.** The project site is located within the San Jacinto Unified School District that is comprised of 7 elementary schools, two middle schools, and two high schools. The schools that serve the site are listed below:

- Megan Cope Elementary is located at 2550 Via La Sierra Lane, which is across Cottonwood Avenue from the project site.
- Monte Vista Middle School is located at 425 North Lyon Avenue, which is 2.1 miles from the project site.
- San Jacinto High School is located at 500 Idyllwild Drive, which is 3.7 miles from the project site.

The proposed project would develop 191 single-family residences. Based on the San Jacinto Unified School District student generation rates, the proposed project is anticipated to generate a total of 139 students, as shown in Table PS-1.

Table PS-1: Project Generated Students

	Student Generation Rate for Single-Family Detached	Students Generated by Project (191 Single-Family Detached Residences)
Elementary School	0.3352	65
Middle School	0.1652	32
High School	0.2165	42
Total	**0.7169**	**139**

Source: San Jacinto Unified School District School Fee Justification Study 2020

Table PS-2 shows the enrollment of the schools that students residing at the project site would attend over the past 6-years. As shown, enrollment at Megan Cope Elementary School reduced in 2019 due to the opening of a new elementary school in the district. The Monte Middle School has had a generally steady enrollment, and the high school has had a steadily increasing enrollment.

Table PS-2: School Capacity and Project Generated Students

School	2015-2016 Enrollment[1]	2016-2017 Enrollment[1]	2017-2018 Enrollment[1]	2018-2019 Enrollment[1]	2019-2020 Enrollment[1]	2020-2021 Enrollment[1]
Megan Cope Elementary	836	906	979	1,010	612	600
Monte Vista Middle	878	906	931	916	911	897
San Jacinto High	2,506	2,509	2,624	2,676	2,748	2,741

[1] Source: https://dq.cde.ca.gov/dataquest/

To address the needs for school facilities from new residential development, the San Jacinto Unified School District has developed a facilities 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. Also, pursuant to Government Code Section 65995 et seq., the need for additional school facilities is addressed through compliance with school impact fee assessment. SB 50 (Chapter 407 of Statutes of 1998) sets forth a state school facilities construction program that includes restrictions on a local jurisdiction's ability to condition a project on mitigation of a project's impacts on school facilities in excess of fees set forth in the Government Code. These fees are collected by school districts at the time of issuance of building permits for development projects. Pursuant to Government Code Section 65995, the project applicant shall pay developer fees to the school district at the time building permits are issued; and payment of the adopted fees provides full and complete mitigation of school impacts. As a result, impacts related to school facilities would be less than significant with the Government Code required fee payments.

***Parks* – Less Than Significant Impact.** The City of San Jacinto has over 170 acres of public parks, activity buildings, and athletic facilities. The parks closest to the project site include the following:

- Ambassador Park is located on Ambassador Street, approximately 0.2 miles west of the project site. The park is approximately 2.92 acres and contains: soccer fields, open green space, shade structures, and picnic benches.
- Aaron J. Ward Park is located at 404 La Clarita Avenue, which is 1.7 miles from the project site. The park is 5.82 acres and contains two half basketball courts, a playground, drinking fountain, picnic tables, open green space, benches, walking path.

- Sandalwood Parks are two park areas located on Sandalwood Street, 1.8 miles from the project site. These park areas are 2.75 acres and contain the following facilities: tot lot, a walking path, picnic benches, public grills, and open green space.
- Stallions Crossing Park is located at 182 North Lyon Avenue, which is 1.9 miles from the project site. This park is 0.94 acre in size and includes a playground, two half basketball courts, picnic tables, open green space, benches, walking path.
- Cutting Park is located at 1780 W. Cottonwood Avenue, which is 1.4 miles from the project site. This park is 2.83 acres and contains open green space, walking paths, benches, pavilion with picnic tables, water fountain, and playground.

The General Plan EIR described that the City had established a parkland standard of five acres per 1,000 residents. Municipal Code Section 16.40.040 states that the parkland dedication requirement for single-family residences is 0.015 acres per unit or payment of an in-lieu fee. The proposed project would develop 191 single-family residences and would, therefore, require a parkland dedication of 2.87 acres. The proposed project includes a 1.73-acre park on the northeastern portion of the site and therefore would be required to pay an in-lieu fee to the City for parkland acquisition or to fund offsite improvements to other park facilities, as described in the City's Municipal Code Section 14.40.060. With the payment of in-lieu fees (included as PPP PS-2), impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would be less than significant.

In addition, the impacts of development of the proposed park and open space areas are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

***Other Services* – Less Than Significant Impact.** The proposed project would develop the project site with 191 single-family residential units within an area that is planned for the density of the proposed residences and is across the street from other single-family residential areas. The additional residences would result in a limited incremental increase in the need for additional services, such as public libraries and post offices, etc. Because the project area is already served by other services and the proposed project would result in a limited increase in residences, the proposed project would not result in the need for new or physically altered facilities to provide other services, the construction of which could cause significant environmental impacts. Therefore, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP HAZ-1: Fire Code. As listed previously in Section 9, *Hazards and Hazardous Materials*.

PPP PS-1: Schools Development Impact Fees. Prior to issuance of building permit, the project shall pay applicable development fees levied by the San Jacinto Unified School District pursuant to the School Facilities Act (Senate Bill [SB] 50, Stats. 1998, c.407).

PPP PS-2: Parkland In-Lieu Fees. Prior to issuance of an occupancy permit, the project shall pay applicable parkland fees levied by the City of San Jacinto pursuant to Municipal Code Chapter 16.40.

Mitigation Measures

None.

Sources

California Department of Education DataQuest. Accessed: https://www.cde.ca.gov/ds/ad/dataquest.asp

City of San Jacinto General Plan Final EIR. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/General%20Plan/San%20Jacinto%20General%20Plan%20Final%20EIR-web.pdf

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

City of San Jacinto Parks & Facilities Website. Accessed: https://www.sanjacintoca.gov/cms/one.aspx?pageId=13544395

Riverside County Sheriff's Department San Jacinto Station Website. Accessed: https://www.riversidesheriff.org/742/San-Jacinto-Station

Riverside County Fire Department 2019 Annual Report: http://www.rvcfire.org/ourDepartment/Documents/2019%20Annual%20Report.pdf

Riverside County Fire Department Website. Accessed: http://www.rvcfire.org/stationsAndFunctions/FireStations/Pages/default.aspx

San Jacinto Unified School District School Fee Justification Study, 2020. Accessed: https://4.files.edl.io/ddb7/05/11/20/175901-6e444a4e-468a-4ffd-ae24-326bb8512856.pdf

San Jacinto Unified School District Website. Accessed: https://www.sanjacinto.k12.ca.us/

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. RECREATION.				
a) Would the projected increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) 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?	☐	☐	☒	☐

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that physical deterioration of the facility would be accelerated?

Less Than Significant Impact. As described previously, the city currently has over 170 acres of parkland. Municipal Code Section 16.40.040 states that the parkland dedication requirement for single-family residences is 0.015 acres per unit or payment of an in-lieu fee. The proposed project would develop 191 single-family residences and would, therefore, require a parkland dedication of 2.87 acres. The proposed project includes a 1.73-acre park on the northeastern portion of the site and therefore would be required to pay an in-lieu fee to the City for parkland acquisition or to fund offsite improvements to other park facilities, as described in the City's Municipal Code Section 14.40.060. With the payment of in-lieu fees (included as PPP PS-2), impacts related to the need to provide new or altered park and recreation facilities in order to maintain acceptable service ratios would be less than significant.

Although the new residents of the project site would also utilize existing and future city parks and recreation facilities, the volume of facilities provided by the proposed project in combination with the city facilities would exceed the City's requirements and thus, be able to accommodate demands such that physical deterioration of existing park and recreational facilities would not be accelerated. Therefore, impacts related to the increase in the use of existing parks and recreational facilities, such that physical deterioration of the facility would be accelerated, would be less than significant.

b) Require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Less Than Significant Impact. As described above, the proposed project includes a 1.73-acre park. The impacts of development of the park and recreational areas are considered part of the impacts of the proposed project as a whole and are analyzed throughout the various sections of this MND. For example, activities such as excavation, grading, and construction as required for the park are analyzed in the Air Quality, Greenhouse Gas Emissions, Noise, and Transportation Sections.

Furthermore, the proposed project would not require the construction or expansion of other recreational facilities that might have an adverse physical effect on the environment. As a result, impacts would be less than significant.

Existing Plans, Programs, or Policies

PPP PS-2: Parkland In-Lieu Fees. Prior to the issuance of an occupancy permit, the project shall pay applicable parkland fees levied by the City of San Jacinto pursuant to Municipal Code Chapter 16.40.

Mitigation Measures

None.

Sources

City of San Jacinto General Plan Final EIR. Accessed: https://www.sanjacintoca.gov/UserFiles/Servers/Server_10384345/Image/City%20Government/CommunityDevelopment/General%20Plan/San%20Jacinto%20General%20Plan%20Final%20EIR-web.pdf

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

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

The discussion below is based on the Traffic Study prepared by RK Engineering Group, 2021 (TS 2021), included as Appendix I. The Traffic Study was prepared pursuant to the *City of San Jacinto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020), the City of San Jacinto General Plan (October 2012), and CEQA requirements.

Traffic Threshold

As described in the *City of San Jacinto, Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment*, LOS D is the lowest acceptable Level of Service (LOS) for peak hour intersection operations in the City. However, automobile delay, as described solely by LOS or similar measure of traffic congestion, is no longer considered a significant impact under CEQA, except in locations specifically identified in the Guidelines. (Pub. Resources Code, § 21099(b)(2).) CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that Vehicle Miles Traveled (VMT) is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT.

However, Section 21099 (b) (4) of the PRC states that SB743 does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements; pursuant to the police power or any other authority." Thus, the LOS analysis using a threshold of LOS D is provided to describe the project effect on local intersections and project consistency with the City's LOS D requirement.

Traffic Study Area and Existing Conditions

The following six intersections are included in the study area:

1. Cawston Avenue / Cottonwood Avenue
2. Project Access 2 - Via La Sierra Lane / Cottonwood Avenue
3. Sanderson Avenue / Ramona Expressway

4. Sanderson Avenue / Ramona Boulevard
5. Sanderson Avenue / Cottonwood Avenue
6. Cawston Avenue / Project Access 1

As shown in Table T-1, all of the study intersections currently operate at a satisfactory LOS of D or better during the a.m. and p.m. peak hours.

Table T-1: Existing Peak Hour Levels of Service

	Intersection	Traffic Control	Delay[1]		Level of Service	
			AM	PM	AM	PM
1	Cawston Avenue / Cottonwood Avenue	CSS	14.5	14.2	B	B
2	Project Access 2 - Via La Sierra Lane / Cottonwood Avenue	CSS	20.1	10.6	C	B
3	Sanderson Avenue / Ramona Expressway	TS	53.0	36.3	D	D
4	Sanderson Avenue / Ramona Boulevard	TS	10.3	10.2	B	B
5	Sanderson Avenue / Cottonwood Avenue	TS	18.9	17.0	B	B
6	Cawston Avenue / Project Access 1	CSS	- -	- -	- -	- -

Source: TS 2021, Appendix I.
TS = Traffic Signal, CSS = Cross-Street Stop
[1] Delay in Seconds

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

Less Than Significant Impact with Mitigation Incorporated. The proposed project would develop the project site with 191 single-family residences and park/open space facilities. The trip generation for the proposed project was calculated using trip rates from the Institute of Transportation Engineers, *Trip Generation 10th Edition*, 2017. The traffic studies prepared for the project analyzed the construction of 194 residences, which is more conservative than the proposed 191 residences. Therefore, the trip generation and LOS analysis provided is slightly greater than what would result from the proposed project. Shown in Table T-2, the proposed project would generate approximately 1,831 daily trips, including 144 trips during the AM peak hour and 192 trips during the PM peak hour.

Table T-2: Project Trip Generation

Land Use	Units[2]	ITE Code	Peak Hour						Daily
			AM			PM			
			In	Out	Total	In	Out	Total	
Trip Rates									
Single-Family Residences	DU	210	0.19	0.56	0.75	0.62	0.37	0.99	9.44
Project Trip Generation									
Single-Family Residences	194		36	108	144	121	71	192	1,831

Source: TS 2021, Appendix I.

Existing Plus Project. An intersection operations analysis was conducted for the study area to evaluate the existing plus project a.m. and p.m. peak hour conditions with the operation of the proposed project. As shown in Table T-3, all study intersections are forecast to continue to operate at a satisfactory LOS D or better during the a.m. and p.m. peak hours, except for the project entrance at Cottonwood Avenue that would operate at an LOS E in the a.m. peak hour.

Table T-3: Existing Plus Project Conditions

	Intersection	Existing Conditions				Existing Plus Project Conditions					
		Delay[1]		Level of Service		Delay[1]		Increase in Delay		Level of Service	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Cawston Avenue / Cottonwood Avenue	14.5	14.2	B	B	18.3	18.2	3.8	4.0	C	C
2	Project Access 2 - Via La Sierra Lane / Cottonwood Avenue	20.1	10.6	C	B	**41.7**	17.9	**21.6**	7.3	**E**	C
	With Improvements	- -	- -	- -	- -	*5.9*	*6.1*	*-14.2*	*-4.5*	*A*	*A*
3	Sanderson Avenue / Ramona Expressway	53.0	36.3	D	D	53.8	36.5	0.8	0.2	D	D
4	Sanderson Avenue / Ramona Boulevard	10.3	10.2	B	B	10.4	10.3	0.1	0.1	B	B
5	Sanderson Avenue / Cottonwood Avenue	18.9	17.0	B	B	19.6	17.9	0.7	0.9	B	B
6	Cawston Avenue / Project Access 1	- -	- -	- -	- -	8.8	8.8	- -	- -	A	A

Source: TS 2021, Appendix I.
[1] Delay in Seconds
The deficient operation is shown in **Bold**.

Opening Year 2022 Plus Project. Opening Year Baseline (2022) traffic volumes were developed by applying a growth rate of three percent per year to the existing traffic volumes and adding traffic generated from four other approved and pending development projects in the vicinity of the proposed project. As shown in Table T-4, in the opening year condition, the intersection of Sanderson Avenue and Ramona Expressway is forecast to operate at an unsatisfactory LOS E in the a.m. peak hour.

With the addition of traffic from 194 single-family residences, the intersection of Sanderson Avenue and Ramona Expressway would operate at LOS E a.m. in the a.m. peak hour, and the increase in delay from the proposed project would be 2.0 seconds, which is less than the City's threshold of a 5.0-second increase. Therefore, impacts at the intersection of Sanderson Avenue and Ramona Expressway would be less than significant in the opening year plus project condition.

However, the addition of proposed project traffic at the project entrance at Cottonwood Avenue would result in an unsatisfactory LOS F condition in the a.m. peak hour. Therefore, Mitigation Measure TR-1 is included, which requires installation of a traffic signal at the intersection of the project entrance at Cottonwood Avenue. As shown in Table T-3, with implementation of a traffic signal, the project entrance at Cottonwood Avenue would operate at an LOS A in both the a.m. and p.m. peak hours. Therefore, impacts would be less than significant with implementation of mitigation.

Table T-4: Opening Year (2022) Plus Project Conditions

		Without Project Conditions				With Project Conditions					
		Delay[1]		Level of Service		Delay[1]		Increase in Delay		Level of Service	
	Intersection	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Cawston Avenue / Cottonwood Avenue	17.0	16.0	C	C	22.3	22.1	5.3	6.1	C	C
	Project Access 2 - Via La Sierra Lane / Cottonwood Avenue	23.1	11.1	C	B	**57.4**	21.0	34.3	9.9	**F**	C
2	*With Improvements*	- -	- -	- -	- -	*6.0*	*6.2*	*-17.1*	*-4.9*	*A*	*A*
3	Sanderson Avenue / Ramona Expressway	**78.0**	45.7	**E**	D	**80.0**	47.2	2.0	1.5	**E**	D
4	Sanderson Avenue / Ramona Boulevard	23.1	23.6	C	C	23.9	23.8	0.8	0.2	C	C
5	Sanderson Avenue / Cottonwood Avenue	21.6	21.0	C	C	22.8	22.0	- -	- -	C	C
6	Cawston Avenue / Project Access 1	- -	- -	- -	- -	8.8	8.8	- -	- -	A	A

Source: TS 2021, Appendix I.
The deficient operations are shown in **Bold**.

Transit Services. The vicinity of the project area receives bus service via Riverside Transit Agency bus route 42 that runs east-west on Cottonwood Avenue and operates between the City of Hemet and the City of San Jacinto. The existing transit services would serve project residents. The proposed 191 single-family residential units would not alter or conflict with existing transit stops and schedules, and impacts related to transit services would not occur.

Bicycle Circulation. Class II bicycle lanes are on-street bicycle lanes that are designated by roadway striping to provide separation between bicyclists and parked or moving vehicles. Class II bicycle lanes exist along North Sanderson Avenue and Cottonwood Avenue. The proposed project does not involve any off-site improvements that would remove the existing bicycle lanes. The existing bicycle lanes would provide bicycle transportation opportunities for residents of the project. Therefore, the proposed project would not conflict with any bicycle facilities.

Pedestrian Facilities. There are no existing sidewalks adjacent to the project site. The proposed project would construct new sidewalks along the roadways throughout the project site and along the Cawston Avenue and Cottonwood Avenue rights-of-ways that are adjacent to the site. This would facilitate pedestrian use and walking to nearby locations. Therefore, the proposed project would not conflict with pedestrian facilities. Overall, impacts related to transit, bicycle, and pedestrian facilities would be less than significant.

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

Less Than Significant Impact. Senate Bill (SB) 743 was signed by Governor Brown in 2013 and required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. SB743 specified that the new criteria should promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. The bill also specified that a delay-based level of service could no longer be considered an indicator of a significant impact on the environment. In response, Section 15064.3 was added to the CEQA Guidelines beginning January 1, 2019. Section 15064.3(c) states that the provisions of the section shall apply statewide beginning on July 1, 2020.

CEQA Guidelines Section 15064.3 - Determining the Significance of Transportation Impacts states that VMT is the most appropriate measure of transportation impacts and provides lead agencies with the discretion to choose the most appropriate methodology and thresholds for evaluating VMT. The *City of San Jacinto Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (June 2020) provides the following VMT screening criteria from the Western Riverside Council of Governments (WRCOG) to assess the potential for VMT impacts:

1. Transit Priority Area (TPA) Screening: Projects which are located within a TPA are presumed to have a less than significant impact on VMT.
2. Low VMT Area Screening: This screening threshold applies to residential or office projects that are located within a low VMT-generating area, which are identified by WRCOG as traffic analysis zones (TAZ) where total daily VMT per service population performs at or below the jurisdictional average of total VMT per service population under base year (2012) conditions. Projects which are located within a low VMT-generating area are presumed to have a less than significant impact on VMT.
3. Project Type Screening: Local serving projects listed in the TIA Guidelines and projects that generate fewer than 110 net new daily vehicle trips (or 11 single-family residences) are presumed to have a less than significant impact on VMT.

The Traffic Study prepared for the proposed project (Appendix I) prepared a VMT analysis using the web-based VMT screening tool developed by WRCOG. The screening tool identified that the TAZ that the project site is located within has a daily total VMT of 27.70 per service population is lower than the jurisdictional average 2012 daily VMT of 28.88 per service population. Based on the City's screening thresholds, the proposed project would be within a low VMT-generating area and would, therefore, have a less than significant impact on VMT.

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

Less Than Significant Impact. The proposed project includes development of single-family residences and a park. The proposed project includes community-type uses and does not include any incompatible uses, such as farm equipment. The proposed project area would be accessed from North Sanderson Avenue and two locations from San Remo Avenue. The proposed onsite roadways would provide access to each residence.

The proposed project would also not increase any hazards related to a design feature. All of the onsite streets would be developed in conformance with City design standards. The City's construction permitting process includes a review of project plans to ensure that no potentially hazardous transportation design features would be introduced by the proposed project. For example, the design of the project streets would be reviewed to ensure fire engine accessibility and turn around the area is provided to the fire code standards. As a result, impacts related to vehicular circulation design features would be less than significant.

d) Result in inadequate emergency access?

Less than Significant Impact.

Construction

The proposed construction activities, including equipment and supply staging and storage, would occur within the project site and would not restrict access of emergency vehicles to the project site

or adjacent areas. The proposed offsite roadway improvements to Cawston Avenue and Cottonwood Avenue and installation of utility connections to the existing infrastructure systems could require the temporary closure of one lane of these roadways. However, the construction activities would be required to ensure emergency access in accordance with Section 503 of the California Fire Code (Title 24, California Code of Regulations, Part 9), which would be ensured through the City's permitting process. Implementation of the proposed project through the City's permitting process would ensure existing regulations are adhered to and would reduce potential construction-related emergency access impacts to a less than significant level.

Operation
As described previously, the proposed project area would be accessed from Cawston Avenue and Cottonwood Avenue. The circulation design provides that each residence can be accessed from either roadway, which provides two routes for emergency access to each residence. Permitting of these roadways would provide adequate and safe circulation to, from, and through the project area and would provide three routes for emergency responders to access different portions of the project site. Because the proposed project is required to comply with all applicable City codes, as verified by the City, potential impacts related to inadequate emergency access would be less than significant.

Existing Plans, Programs, or Policies

PPP HAZ-1: Fire Code. As listed previously in Section 9, *Hazards and Hazardous Materials*.

Mitigation Measures

Mitigation Measure TR-1: Project Entrance / Cottonwood Avenue. Prior to the issuance of certificates of occupancy for development within the project site, a traffic signal shall be installed at the at the intersection of Cottonwood Avenue and Street 'AA' Entry/Via La Serra Lane.. Operation of the traffic signal shall be confirmed when traffic volumes satisfy peak hour signal warrants.

Sources

Traffic Study prepared by RK Engineering Group, 2021. Appendix I.

City of San Jacinto Circulation Element. Accessed: http://sanjacintoca.hosted.civiclive.com/cms/One.aspx?portalId=10384430&pageId=12929181

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

The discussion below is based on the Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc., included as Appendix C, and the Phase I Environmental Site Assessment, prepared by Geo Tek, Inc., included as Appendix E.

AB 52 and SB 18 Requirements

The proposed project would be required to comply with AB 52 regarding tribal consultation. Chapter 532, Statutes of 2014 (i.e., AB 52), requires that Lead Agencies evaluate a project's potential to impact "tribal cultural resources." Such resources include sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register or included in a local register of historical resources (PRC Section 21074). AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource falling outside the definition stated above nonetheless qualifies as a "tribal cultural resource."

In compliance with these requirements, on June 8, 2021, the City sent letters to the following Native American tribes that may have knowledge regarding tribal cultural resources in the project vicinity.

- Morongo Band of Mission Indians
- Pechanga Band of Mission Indians
- Rincon Band of Luiseño Indians
- Soboba Band of Luiseño

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

Four responses were received: Ms. Lacy Padilla, Archaeologist of the Agua Caliente Band of Cahuilla Indians; Mr. Joseph Ontiveros, Tribal Historic Preservation Officer of Soboba Band of Luiseño Indians; Ms. Cheryl Madrigal, Tribal Historic Preservation Officer of Rincon Band of Luiseño Indians, and Jamie Nord, Cultural Resources Technician of San Manuel Band of Mission Indians. Of the responses received, one tribe, the Soboba Band of Luiseño Indians, requested a consultation with the City. Consultation with Soboba Band of Luiseño Indians has concluded.

Consultation was concluded on February 28, 2022 via email correspondence between the City and Mr. Joseph Ontiveros, during which measures to mitigate potential tribal resource impact as a result of the project were discussed. As agreed upon during consultation, 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/cultural resources and human remains associated with Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground disturbing activities. With implementation of provisions included in the TDA (TRC-1), potential impacts to tribal cultural resources would be mitigated. Processes outlined in the TDA shall incorporate processes stipulated under Mitigation Measures TRC-2 and TRC-3, that outline procedures in the cases of an inadvertent discovery and discovery of human and/or funerary remains.

In addition, as part of the Phase 1 Cultural Resources Assessment, a Sacred Lands File search was requested from the NAHC on October 14, 2020. The NAHC responded on October 15, 2020, stating that there are no known sacred lands within a 1-mile radius of the project site.

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)?

Less Than Significant Impact with Mitigation Incorporated. As detailed previously in Section 5, *Cultural Resources* is undeveloped vacant land that was previously used for agriculture from 1985 to 2019. No existing structures are located on the site. The Phase 1 Cultural Resources Assessment prepared for the proposed project included a search of the Eastern Information Center (EIC) at the University of California, Riverside (UCR). The search identified 12 cultural resource sites are mapped within one mile of the project site; however, none of these resources were related to tribal cultural resources, and no potential resources were identified during the site survey. Because only surface soils on the site have a history of disruption, subsurface soils that consist of alluvium have the potential to contain tribal cultural resources. Construction of the proposed project would require a minimum of four feet of excavation and recompaction of soils, which may have the potential to impact tribal cultural resources. Thus, implementation of Mitigation Measure CUL-1 would reduce potential impacts to potential tribal historical resources to a less than significant level.

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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Less Than Significant Impact with Mitigation Incorporated. The project site has been disturbed by previous farming activities. However, only surface soils have been disrupted, and subsurface alluvial soils may have the potential to contain tribal cultural resources. Therefore, to avoid potential adverse effects to tribal cultural resources, Mitigation Measures TCR-1, TCR-2, and TCR-3 have been included, which requires development of a TDA to incorporate processes that will avoid potential impacts to the inadvertent discovery of tribal cultural resources, human remains, and funerary objects that may be unearthed by project construction activities.

Additionally, as described previously and included as PPP CUL-1, California Health, and Safety Code, Section 7050.5 requires that if human remains are discovered in the project site, disturbance of the site shall halt and remain halted until the coroner has conducted an investigation. If the coroner determines that the remains are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission. Therefore, with the implementation of Mitigation Measure TCR-1 and the existing regulations, impacts to TCRs would be less than significant.

Existing Plans, Programs, or Policies

PPP CUL-1: Human Remains. Listed previously in Section 5, Cultural Resources.

Mitigation Measures

Mitigation Measure TCR-1: Treatment and Disposition Agreement. 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/cultural resources and human remains associated with Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground disturbing activities related to the project and provide the City with a copy of the executed agreement. The TDA shall incorporate processes stipulated under Mitigation Measures TRC-2 and TRC-3.

Mitigation Measure TCR-2: Inadvertent discovery: In the event that tribal cultural resources are inadvertently discovered during ground-disturbing activities, work shall be halted within 50 feet of the find until it can also be evaluated by a qualified archaeologist in cooperation with a Native American monitor to determine if the potential resource meets the CEQA definition of historical (State CEQA Guidelines 15064.5(a)) and/or resource (Public Resources Code 21083.2(g)). Construction activities could continue in other areas. If the find is considered an "archeological resource," the archaeologist, in cooperation with a Native American monitor, shall pursue either protection in place or recovery, salvage, and treatment of the deposits. Recovery, salvage, and treatment protocols shall be developed in accordance with applicable provisions of Public Resource Code Section 21083.2 and State CEQA Guidelines 15064.5 and 15126.4. If the tribal cultural resource cannot be protected in place, the archeologist will work with the tribe to arrange for an appropriate location for the resource to be reburied on site. If the resource cannot be relocated onsite, the archeologist will work with the tribe to salvage and relocate the resource to an offsite location. If a unique tribal cultural resource cannot be preserved in place or left in an undisturbed state, recovery, salvage, and treatment shall be conducted at the project applicant's expense.

Mitigation Measure TCR-3: Human remains and funerary remains: Upon discovery of human remains, the tribal and/or archaeological monitor/consultant shall immediately divert work at a minimum of 150 feet from the discovery and place an exclusion zone around the discovery location. The monitor/consultant(s) shall then notify the Tribe, the qualified lead archaeologist, and the

construction manager, who shall call the coroner within 24 hours of the find. Work shall continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner shall notify and the Soboba Band of Luiseno Indians and the NAHC as mandated by state law, who shall then appoint a Most Likely Descendant (MLD). Funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. Cremation soils are to be treated in the same manner as bone fragments that remain intact.

Prior to the continuation of ground-disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or funerary remains and ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a guard should be posted outside of working hours. The Tribe shall make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials shall be removed. The Tribe shall work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken, which includes at minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations shall either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery, and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects shall be stored using opaque cloth bags. All human remains, funerary objects, sacred objects, and objects of cultural patrimony shall be removed to a secure container on-site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Sources

Geotechnical Evaluation, prepared by Geo Tek, Inc. (Appendix D)

Phase I Cultural Resources Assessment, prepared by Brian F. Smith and Associates, Inc. (Appendix C)

Phase I Environmental Site Assessment, prepared by Geo Tek, Inc. (Appendix E)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
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?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

a) Require or result in the relocation or construction of new or expanded water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less Than Significant Impact.

Water Infrastructure

The proposed project would develop the project site, which would be served by the existing water infrastructure. The proposed project would install new 8-inch water lines on the project site and on Cawston Avenue that would connect to the existing 15-inch water pipeline in Cottonwood Avenue. The new onsite water system would convey water supplies to the proposed residences and landscaping through plumbing/landscaping fixtures that are compliant with the CalGreen Plumbing Code for efficient use of water.

As the project area has been planned for residential development, the existing water lines have the capacity to provide the increased water supplies needed to serve the proposed project, and no expansions of the water pipelines that convey water to the project site would be required. Installation of the new water distribution lines would only serve the proposed project and would not

provide new water supplies to any off-site areas. The new offsite line in Cawston Avenue would only convey supplies from the existing line in Cottonwood to the residences on the project site.

The construction activities related to the onsite water infrastructure that would be needed to serve the proposed single-family residences and park/open space areas are included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the water infrastructure are included in Sections 3, *Air Quality,* and 8, *Greenhouse Gas Emissions*. Therefore, the proposed project would not result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects, and impacts would be less than significant.

Wastewater Infrastructure
The proposed project would be served by the existing 12-inch sewer line within Cottonwood Avenue. The proposed project includes installation of onsite 8-inch sewer lines that would connect to the existing 12-inch sewer line in Cottonwood Avenue.

The construction activities related to the installation of the onsite sewer infrastructure that would serve the proposed project are included as part of the proposed project and would not result in any physical environmental effects beyond those identified throughout this MND. For example, construction emissions for excavation and installation of the sewer infrastructure are included in Section 3, *Air Quality* and 8, *Greenhouse Gas Emissions*, and noise volumes from these activities are evaluated in Section 13, *Noise*. As the proposed project includes facilities to serve the proposed development, it would not result in the need for construction of other new wastewater facilities or expansions, the construction of which could cause significant environmental effects. Therefore, impacts would be less than significant.

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

Less Than Significant Impact. The domestic and irrigation water for the proposed project would be supplied by the Eastern Municipal Water District (EMWD). As outlined in the EMWD 2020 UWMP, regional growth projections from the Southern California Association of Governments (SCAG) 2020 Connect SoCal forecast, which is based on the City's General Plan Land Use designations, are used in the UWMP to identify future water demands.

The 2020 UWMP assumes a total single-family residential demand of 66,900 AFY in 2025 and 84,000 AFY in 2045 (as shown in Table UT-1). The proposed project includes 191 single-family residences within 22.68 net acres, which would result in 8.6 units per net acre and would be within the allowable MDR density of 5.1 to 10.0 dwelling units per acre. Due to the proposed project's consistency with the development density of the General Plan land uses for the site, the water demand from implementation of the proposed project is within these UWMP water demand assumptions.

The 2020 UWMP describes that the total demand for water in 2025 would be 102,600 AFY that would increase to 123,000 AFY in 2045. However, as shown in Table UT-1, EMWD would have a supply of 145,930 AFY in 2025 and a supply of 187,100 AFY in 2045. This provides an estimated surplus of 43,330 AFY in 2024 and a surplus of 61,100 AFY in 2045. Thus, sufficient water supplies are available to serve the proposed project. Impacts related to water supplies would be less than significant.

Table UT-1: EMWD Water Demand and Supply (AFY)

	2025	2030	2035	2040	2045
Water Demand					
Single Family Residential Demand	66,900	71,700	76,700	80,500	84,000
Total EMWD Demand	102,600	108,300	114,400	118,900	123,000
Water Supply					
Total EMWD Supply	145,930	157,320	168,900	178,700	187,100

Source: EMWD 2020 UWMP

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?

Less than Significant Impact. The EMWD provides wastewater treatment and disposal services to the project site vicinity. Wastewater from the project site would be conveyed to the San Jacinto Valley Regional Water Reclamation Facility that has typical daily flows of 7 million gallons per day (MGD), a current capacity of 14 MGD, and an ultimate capacity of 27 MGD. Thus, the plant currently has an additional capacity of 7 MGD and a future additional capacity of 13 MGD.

The EMWD 2015 Wastewater Collection System Master Plan Update identifies the estimated wastewater generation that would result from different land-use categories based upon a generation rate of 235 gallons per day (gpd) equivalent dwelling unit (EDU). The Wastewater Master Plan also identifies that single-family residences with an average density of 6 units per acre (such as the proposed project) generate 0.9 EDU per residence.

Based on this information, the proposed 191 residences would generate approximately 40,367 gallons per day, which would be within the existing and future additional capacity of the San Jacinto Valley Regional Water Reclamation Facility. Therefore, impacts related to wastewater system capacity would be less than significant.

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?

Less Than Significant Impact. In 2019, a large majority (over 69 percent) of the solid waste from the City of San Jacinto, which was disposed of in landfills, went to the Lamb Canyon Sanitary Landfill is permitted to accept 5,000 tons per day of solid waste and is permitted to operate through 2029. In March 2021, the maximum tonnage received was 2,584 tons. Thus, the facility had an additional capacity of approximately 2,416 tons per day (CalRecycle 2021). However, the facility is only currently permitted to operate through 2029.

Over 26 percent of the solid waste that was disposed of in landfills from the City in 2019 was disposed of at the El Sobrante Sanitary Landfill that is located in the City of Corona. The El Sobrante Sanitary Landfill is permitted to accept 16,054 tons of solid waste per day through 2050. In March 2021, the landfill averaged 10,443 tons per day and had maximum disposal of 12,566 tons per day; thus, having an average daily additional capacity of 5,611 tons per day and a minimum additional capacity of 3,488 tons per day (CalRecycle 2021).

Construction
Project construction would generate solid waste for landfill disposal in the form packaging, and discarded materials would be generated by the proposed project over the 25-month construction period. However, Section 5.408.1 of the 2016 California Green Building Standards Code requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the non-hazardous construction and demolition waste. Thus, the demolition and construction solid waste that would be disposed of at the landfill would be approximately 35 percent of the waste generated.

As described above, the Lamb Canyon Sanitary Landfill has an additional capacity of approximately 2,416 tons per day through the year 2029, and the El Sobrante Sanitary Landfill has an additional capacity of approximately 3,488 tons per day. Therefore, the facility would be able to accommodate the addition of solid waste during construction of the proposed project.

Operation
The CalEEMod modeling for operation of the proposed project (Appendix A), which includes modeling of 194 units, estimated that operation of the proposed project would generate approximately 226.32 tons per solid waste per year or 4.4 tons per week. However, at least 75 percent of the solid waste is required by AB 341 to be recycled, which would reduce the volume of landfilled solid waste to approximately 1.1 tons per week. As the El Sobrante Sanitary Landfill has an additional capacity of approximately 3,488 tons per day, the solid waste generated by the proposed project would be within the capacity of the landfill. Thus, the proposed project would be served by a landfill with sufficient permitted capacity to accommodate the proposed project's solid waste disposal needs, and the proposed project would not impair the attainment of solid waste reduction goals. Impacts related to landfill capacity would be less than significant.

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

No Impact. The proposed project would result in a new development that would generate an increased amount of solid waste. All solid waste-generating activities within the City is subject to the requirements set forth in Section 5.408.1 of the 2016 California Green Building Standards Code that requires demolition and construction activities to recycle or reuse a minimum of 65 percent of the non-hazardous construction and demolition waste, and AB 341 that requires diversion of a minimum of 75 percent of operational solid waste. Implementation of the proposed project would be consistent with all State regulations, as ensured through the City's development project permitting process. Therefore, the proposed project would comply with all solid waste statutes and regulations; and impacts would not occur.

<u>Existing Plans, Programs, or Policies</u>

PPP E-1: CalGreen Compliance. As listed previously in Section 6, *Energy*.

PPP UT-1: AB 341. Implementation of the project shall comply with AB 341 that would divert a minimum of 75 percent of operational solid waste from landfill facilities.

<u>Mitigation Measures</u>

None.

Sources

Air Quality and Greenhouse Gas Impact Study. Prepared by RK Engineering Group, Inc. (AQ 2021), included as Appendix A.

CalRecycle Solid Waste Information System. Accessed at:
http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx

CalRecycle Disposal Reporting System: Jurisdiction Tons by Facility. Accessed at:
https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility

City of San Jacinto 2015 Urban Water Management Plan. Accessed:
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https://www.emwd.org/sites/main/files/file-attachments/sewer_master_plan_supplement_2015_wwfmp_planning_and_sizing_criteria_appendix_3a.pdf?1607991101

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Eastern Municipal Water District San Jacinto Valley Regional Water Reclamation Facility Factsheet. Accessed: https://www.emwd.org/sites/main/files/file-attachments/sjvrwrffactsheet.pdf?1620226515

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
20. WILDFIRES. 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?	☐	☐	☐	☒
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

No Impact. The project site is not adjacent to any wildland areas and is adjacent to two roadways that would provide emergency evacuation routes from the site. According to the CAL FIRE Hazard Severity Zone map, the project site is not within a fire hazard zone. Also, as described previously, the proposed onsite street system would meet City design standards for emergency access. Permitting of these roadways would provide adequate and safe circulation to, from, and through the project area for emergency responders. Because the proposed project is not located within a high fire hazard zone and is required to comply with all applicable City codes, as verified by the City, potential impacts related to emergency response or evacuation would not occur.

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

No Impact. The project site is flat and does not contain or adjacent to slopes. The project site is adjacent to two roadways, agricultural uses, a school, a fire station, and single-family residences. The project site is not adjacent to any wildland areas, and as determined by the CAL FIRE Hazard Severity Zone map, the project site is not within a high fire hazard zone. There are no factors on or adjacent to the project site that would exacerbate wildfire risks. Thus, no impact related to other

factors that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire would occur from the proposed project.

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?

No Impact. As described previously, the project site is not within a wildfire hazard zone. The proposed project does not include any infrastructure that would exacerbate fire risks. In addition, the proposed project would provide internal streets and fire suppression facilities (e.g., hydrants and sprinklers) that conform to the California Fire Code requirements, included as Municipal Code Chapter 8.16, as verified through the City's permitting process. Therefore, impacts related to infrastructure that could exacerbate fire risks would not occur with the proposed project.

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?

No Impact. As described previously, the project site is not within a wildfire hazard zone. In addition, the project site is flat and surrounded by flat areas. There are no slopes or hillsides that would become unstable. In addition, the proposed project would install onsite drainage that would be conveyed to a biofiltration basin on the northwest portion of the project site. Therefore, impacts related to flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes would not occur from the proposed project.

Existing Plans, Programs, or Policies

PPP HAZ-1: Fire Code. As listed previously in Section 9, *Hazards and Hazardous Materials*.

Mitigation Measures

None.

Sources

California Department of Forestry and Fire Protection (CAL FIRE). 2020. Fire Hazard Severity Zone Map. Accessed: https://forestwatch.maps.arcgis.com/apps/Styler/index.html?appid=5e96315793d445419b6c96f89ce5d153

21. MANDATORY FINDINGS OF SIGNIFICANCE.	**Potentially Significant Impact**	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
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)?	☐	☒	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

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?

Less Than Significant Impact with Mitigation Incorporated. As described in Section 4, *Biological Resources*, the project site is located within the Western Riverside County MSHCP Burrowing Owl survey area, and Burrowing Owl is a CDFW Species of Special Concern. Although Burrowing Owl was not identified during onsite surveys, Mitigation Measure BIO-1 is included to survey the site prior to construction to ensure that no owls have colonized the site and that impacts would be less than significant. In addition, Mitigation Measure BIO-2 has been included to require nesting bird surveys if construction commences during nesting bird season, which would reduce potential impacts to a less than significant level. Therefore, potential impacts related to plant or animal communities would be less than significant with the implementation of mitigation.

As described in Section 5, *Cultural Resources*, the project site does not contain any buildings or structures that meet any of the California Register of Historical Resources (California Register) criteria or qualify as "historical resources" as defined by CEQA. Therefore, the proposed project would not cause a substantial adverse change in the significance of a historical resource. However, the site contains undisturbed sediments and has the potential to contain archaeological resources. Thus, Mitigation Measure CUL-1 has been included to require archaeological monitoring during all

initial ground-disturbance activities, which would reduce potential impacts to important examples of California prehistory to a less than significant level.

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)?

Less than Significant with Mitigation Incorporated. The proposed project would develop the project site for single-family residences, and the project would be consistent with the General Plan land uses and zoning designations of the site. The proposed project would provide land uses that are consistent with the existing adjacent single-family residential and the planned adjacent residential uses. As described above, all of the potential impacts related to implementation of the proposed project would be less than significant or reduced to a less than significant level with implementation of mitigation measures that are imposed by the City that effectively reduce environmental impacts.

The City has identified six cumulative projects that provide residential and commercial/retail development:

1. Sanderson Ranch (174 single-family residences) located at Cottonwood Avenue and North Sanderson Avenue
2. Sanderson Avenue and Cottonwood Avenue Retail Project (retail, drive-through restaurant, gas station) located at Cottonwood Avenue and Sanderson Avenue
3. AutoZone (Automobile Parts) located at Cottonwood Avenue and Sanderson Avenue
4. Panorama Retail Development (retail, drive-through restaurant, gas station) located at Sanderson Avenue and W. 7th Street
5. Shop N Go, Hemet (retail, drive-through restaurant, gas station) located at Sanderson Avenue and W. Fruitvale Avenue
6. Sanderson Plaza, Hemet (retail, drive-through restaurant, gas station) located at Sanderson Avenue and W. Fruitvale Avenue

Like the proposed project, the six cumulative projects involve the development of parcels along arterial roadway corridors. The cumulative projects are located on arterial roadways, and as detailed in Section 17, *Transportation*, the impact of the proposed project would be mitigated by the installation of a traffic signal that would reduce cumulative traffic impacts to a less than significant level. Additionally, the cumulative projects consist of residential, retail, gas station, and restaurant uses, which would complement the proposed single-family residential uses.

The other cumulative effects of the proposed project taken into consideration with these other projects would be limited because the project site and cumulative project sites have already been disturbed from previous activities, and the new uses onsite would be consistent with the planned land uses of the site and surrounding area. As described previously, the existing public services and utility infrastructure are in place to serve the proposed project and would not result in cumulatively considerable increases in service and utility needs to serve the proposed project. Similarly, the proposed project would provide onsite parks and open space areas that would provide for recreational needs that would reduce the cumulative need for park and recreation facilities to a less than significant level. In addition, the proposed project would not result in substantial effects on

any environmental resource topic, as described throughout this document.

Overall, and cumulative impacts would be less than significant with the implementation of the previously identified mitigation measures related to biological resources, cultural resources, paleontological resources, noise, transportation, and tribal cultural resources.

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

Less than Significant with Mitigation Incorporated. The project proposes the development of the project site for single-family residential uses. As described previously, the proposed project is consistent with the land use and zoning designations of the site and is surrounded by consistent land uses. The proposed project would not consist of any use or any activities that would result in a substantial negative effect on persons in the vicinity. This includes potential impacts related to construction and the proposed residential activities. All resource topics associated with the proposed project have been analyzed in accordance with CEQA and the State CEQA Guidelines and were found to pose no impacts or less-than-significant impacts with the implementation of mitigation measures related to biological resources, cultural resources, paleontological resources, noise, transportation, and tribal cultural resources; and existing plans, programs, or policies that are required by the City. Consequently, the proposed project would not result in environmental effects that would cause substantial adverse effects on human beings directly or indirectly, and impacts would be less than significant with mitigation.

Existing Plans, Programs, or Policies

As listed in previous responses.

Mitigation Measures

As listed in previous responses.

5 GENERAL REFERENCES

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Traffic Impact Analysis Report, Appendix I

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