1.0 ENVIRONMENTAL ASSESSMENT FORM

INITIAL STUDY (IS)

1.0 **CASE NUMBERS:** Conditional Use Permit 16-2 (Education Facility K-12), formerly Conditional Use Permit 3-99)
Site Plan and Design Review (SPDR) 16-2.

2.0 PROJECT TITLE: San Jacinto Valley Academy Expansion Project

3.0 LEAD AGENCY: City of San Jacinto
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4.0 PREPARED BY: David Leonard, Contract Planner
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5.0 APPLICANT: San Jacinto Valley Academy
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6.0 GENERAL PLAN AND ZONING

General Plan: The existing campus is designated as Public Institutional (PI) on the San Jacinto General Plan (SJGP) Land Use Map (Figure LU-1). The proposed expansion area is designated as Medium Density Residential (MDR) 5.1 – 10.0 du/acre on the (SJGP) Land Use Map and would retain this designation.

Zoning: The existing campus is zoned as Public Institutional (PI) and the proposed expansion area is zoned as Medium Density Residential (RM). Education Facilities (Grades K-12) public or private, are allowed under a Conditional Use Permit in the PI and the RM Zones. The existing campus has been operating under Conditional Use Permit No. 3-99. Under the proposed expansion, a new CUP is established under CUP 16-2 as well as Site Plan and Development Review No. 16-5. Therefore, the RM zoning will be retained under this expansion.

7.0 PROJECT LOCATION, BACKGROUND, AND DESCRIPTION

Location: This Initial Study evaluates the environmental impacts associated with the expansion of an existing private education facility serving Kindergarten through 12th Grade students. The campus is located at 480 N. San Jacinto Avenue, between Idyllwild Dr. to the south and Shoal Reef Avenue to the north, in the City of San Jacinto. The existing campus is identified as Assessor Parcel Numbers 434-200-009, 010, and 013. The proposed expansion would add 434-200-006 and 015. The project location is shown in Figure 1.

Figure 1
Project Location

Background:

The phased development of the campus has occurred for more than a decade paced by the growth in student population. The campus was originally approved on May 12, 1999 under Condition Use Permit 3-99 to relocate the campus to the subject 18.5 acre site and to serve up to 500 students. The campus area appears to have been increased from 18.5 to 19.4 acres under Amendment No. 1. The capacity of the campus was expanded from 500 to 650 students with an associated increase in parking area under Amendment No. 2 on June 30, 2008.

The capacity of the campus was expanded again from 650 to 750 students under Amendment No. 3 on June 19, 2011. At this time, the property at 410 N. San Jacinto Avenue was added to the campus. An agreement was made to allow a ratio of paved and graveled parking, and the Drainage Master Plan Line J facility was filled in order to facilitate more parking.

The campus was expanded again from 750 to 1000 students under Amendment No. 4 on July 2, 2013. This included seven additional classrooms, one additional restroom, a media center, and an ancillary building. The north and south parking

areas were paved. Line J was re-established for drainage.

Amendment No. 5 was filed on April 5, 2016 to add 6.93 acres south of the existing campus in the manner described below. The case number was changed from CUP 3-99 to CUP 16-2 for clarity in reviewing and processing the case.

Existing Site Description:

The project site consists of two distinct parts. The northerly 19.44 acres is developed as an educational facility consisting of approximately 25 classrooms, 13 ancillary rooms, 4 office and administration buildings, 3 restrooms, and a library that total approximately 51,500 SF. The campus also includes hardscaped multi-purpose courts, turf athletic fields, parking for approximately 96 vehicles, and a storm water retention basin at the center of the north project boundary. Storage containers existing along the west boundary that are not permitted and will be removed. Elevations typically range from 1543 to 1555 feet. Residential subdivisions exist of the north and west of the campus. Large residential lots existing on the east side of San Jacinto Avenue. The overall campus is shown in figure 3 and consist of the following:

Elementary School (Grades 1 – 5)	22 modulars
Middle School (Grades 6 – 9) –	10 modulars
High School (Grades 10 – 12) –	11 modulars
Restrooms –	4 modulars
Offices –	2 modulars
Resource –	1 modular
Existing permanent structures -	2 offices

The southerly 6.93 gross acres is currently vacant. The site is regularly disced for weed abatement. A 28 X 150 ft. portion of the property extends to Idyllwild Dr. for access an Eastern Municipal Water District well site exists east of the access corridor. Elevations range from 1544 to 1548 feet. Large residential lots exist to the east and south of the property as shown in Figure 2.

Figure 2
Aerial Photo

Proposed Project Description:

Proposal of San Jacinto Valley Academy (SJVA) to expand the school by adding 6.93 acres of vacant land to the campus, as shown in Figure 4. The expansion would add forty (40) 960 SF modular classrooms, a 17,600 SF multi-purpose space, shade structures, new parking areas and new site access locations on San Jacinto Avenue and Idyllwild Drive south of the existing school to accommodate a proposed enrollment increase for all grades. SJVA's enrollment capacity will increase from 1,350 students to 2,400 students (an additional 1,050 students). The proposed expansion will include:

Elementary School (Grades 1 – 5)	14 modulars
Middle School (Grades 6 – 9) –	3 modulars
High School (Grades 10 – 12) –	3 modulars
Restrooms –	2 modulars
Assessment Center–	6 modulars

Media Centers –	4 modulars
Library -	1 modular
Storage –	5 modulars
Science center -	2 modulars

The proposed construction will generate 9000 cubic yards of earthwork with excavation of up to six feet. The earthwork will balance on the site. The project is located at 480 North San Jacinto Avenue, between Idyllwild Drive to the south and Shoal Reef Avenue to the north, in the City of San Jacinto. The overall campus project area is identified as Assessor Parcel Numbers 434-200-006, 009, 010, 013, and 015. The Planning Department is recommending that the City Council adopt a Mitigation Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) for the project.

Figure 3
San Jacinto Valley Academy Overall Campus

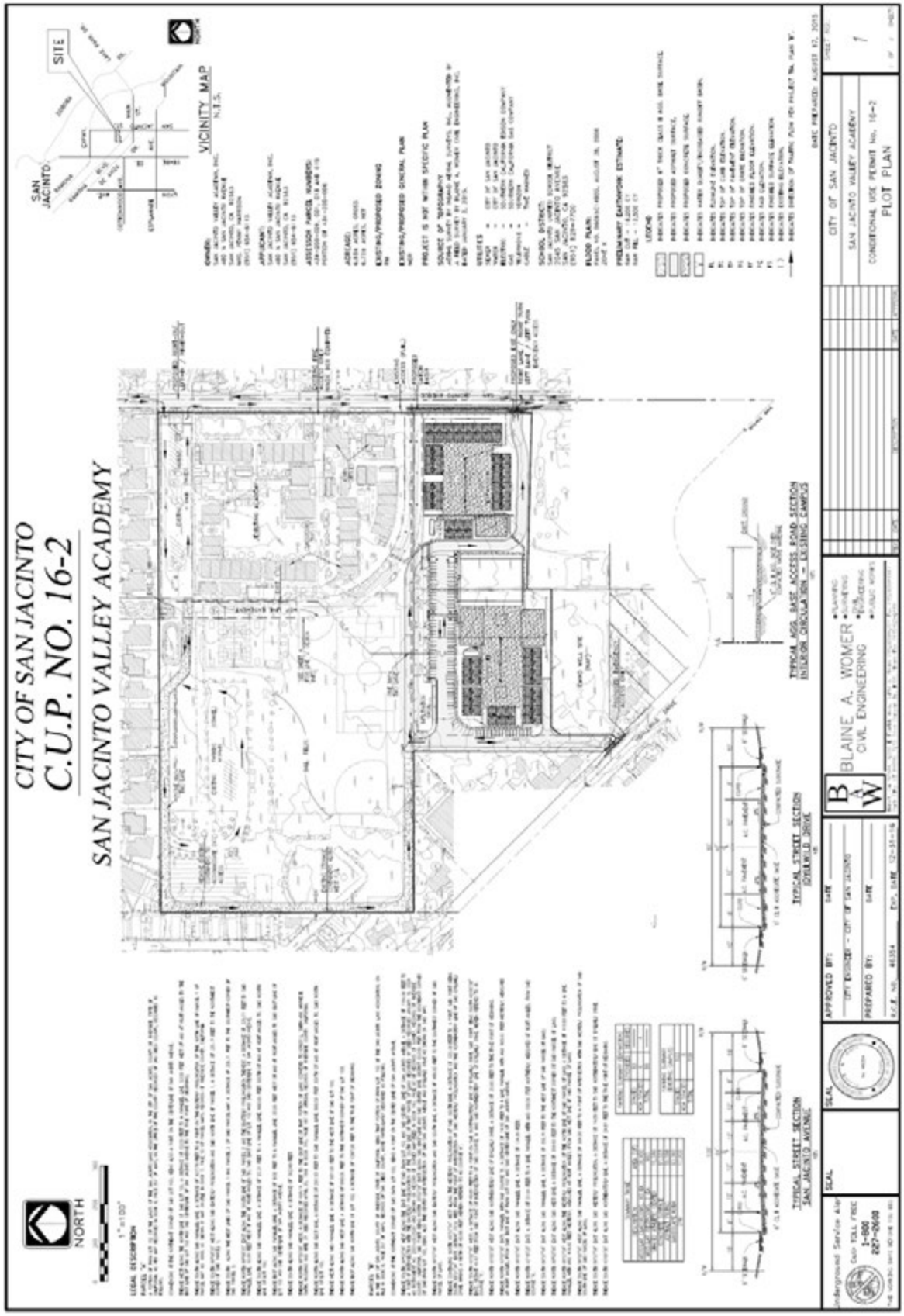
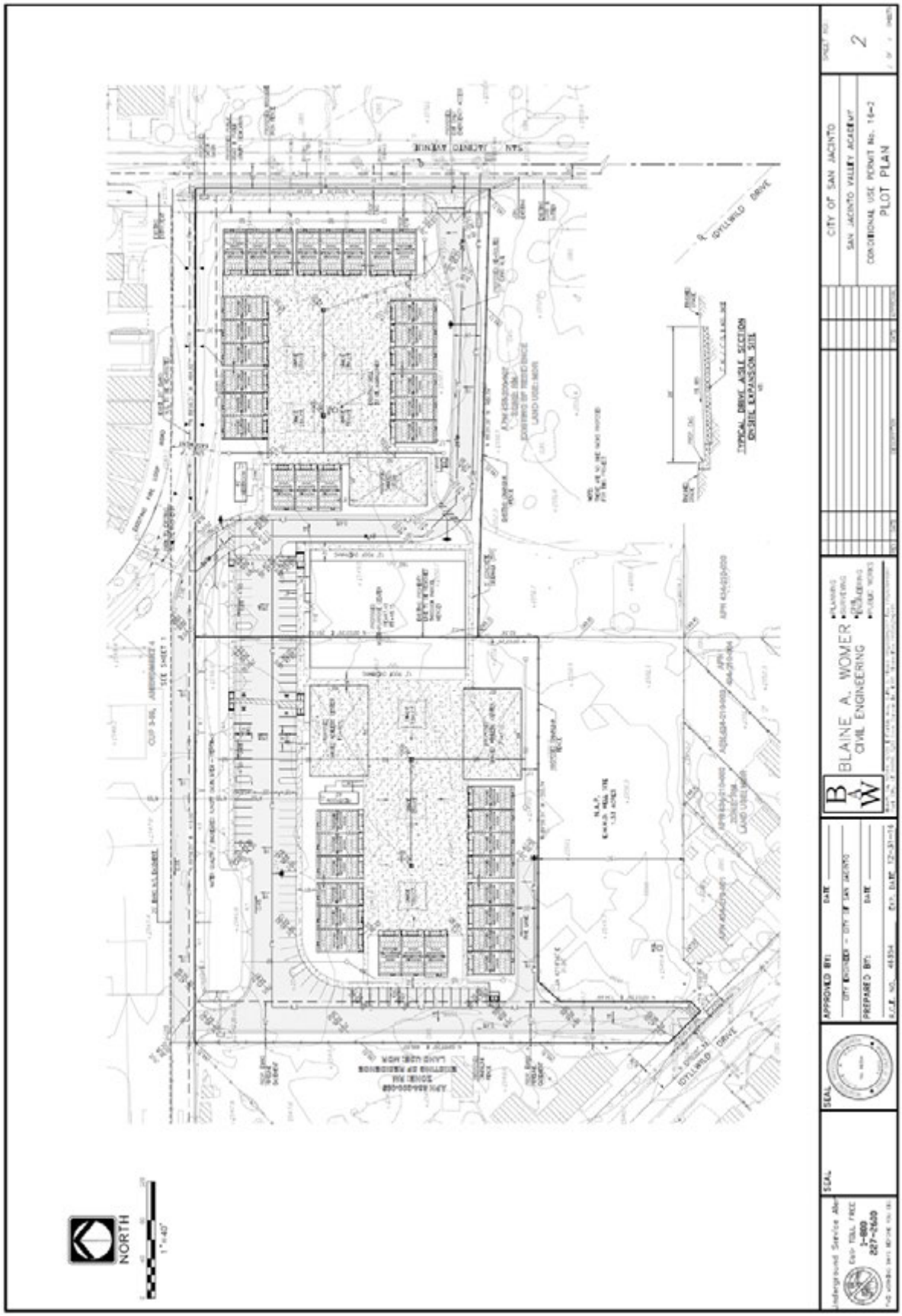


Figure 4
Proposed Campus Expansion Plan



8.0 SURROUNDING LAND USES AND SETTING: (Briefly describe the project's surroundings.)

Development around the SJVA campus consists of three development patterns as shown in Figure 5. Lands south of the campus consist largely of 'old San Jacinto' featuring development that occurred in excess of 50 years ago. Lands to the north and immediately west consist of more recent subdivisions that have occurred within the past 20 years. Lands to the east remain agricultural oriented as large residential lots or active farm land. Generally, lands west of N. San Jacinto venue are urban, and lands east of N. San Jacinto Avenue are rural.

Figure 5
Surrounding Development

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

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

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

Signature _____ Date _____

Printed Name _____ For _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

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

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

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

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

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

   a) Earlier Analyses Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

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

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

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

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Source: Site Plan, field review, and San Jacinto Municipal Code

Findings of Fact:

a) The proposed project area has distant views of the Lakeview Mountains to the west and close-up views of the base of the San Jacinto Mountains to the east. The existing campus maintains a height and scale that is similar to adjoin residential development and does not detract from these scenic vistas. The proposed expanded campus will convert vacant land to buildings having the same height and scale as the existing campus. The Municipal Code establishes a maximum height of 45 feet for buildings in the RM Zone. Existing and proposed buildings are oriented to the center of the parcels, that helps perpetuate scenic views from off site vantages. Therefore the impact on scenic vistas is not significant and no mitigation is required.

b) Development within the existing campus does not include any native landscaping, rock outcrops, or historic structures. Existing landscaping is limited to ornamental species. The proposed expansion area is vacant but contains no trees, rock outcroppings, or structures. The project site does not lie within the proximity of any scenic highway. Therefore there is no impact and no mitigation is required.

c) The proposed expansion will extend the same architectural style as the existing campus. These provisions will minimize any impacts to a level of insignificance.

d) The proposed expansion will include the same lighting provisions as the existing campus. Lights will be provided for night maintenance and security. Lights must be shielded and directed away from adjoin properties pursuant to the Municipal Code. These provisions will minimize impacts to a level of insignificance.

II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
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 conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
Source: San Jacinto General Plan Final EIR <u>Findings of Fact</u>				

a) Figure RM-6 of the San Jacinto General Plan (SJGP) and Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies different designations for the existing campus and the proposed expansion. At the time the General Plan was adopted, the project area was shown to be used for field crop activities. What is now the existing campus was designated as 'Other Land' not included in any mapping category of Farmland Significance. This was typically applied to low density rural development as existed on the project site. The area of the proposed expansion was designated as 'Urban and Built-up Land'. The area has urbanized considerably since the adoption of the SJGP. Given the absence of farm activity on or adjoining the expanded campus area, there is no impact to farmland of any importance and no mitigation is required.

b) Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies lands under Williamson Act contracts. The project site does not lie within a Williamson Act land contract. Therefore no impact on Williamson Act lands will occur as a result of the proposed project. No mitigation is required

c, d) The project site contains no native trees that would constitute forested land. The proposed project will result in no impact upon forest land. No mitigation is required

e) The project site is located within an urbanizing corridor where past farming activities have been removed to accommodate adjoin residential development. Therefore, there is no potential for the proposed project to induce growth that would cause the conversion of farmland or forest area to non-agricultural or forest use. There is no impact and no mitigation is required.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Source: *San Jacinto Valley Academy Air Quality and Greenhouse Gas Impact Study, MD Acoustics, January 19, 2017*

a), - c) Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

The EPA is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970.

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Particulate Matter
- Sulfur Dioxide

The federal standards were set to protect public health, including that of sensitive individuals; thus, the standards continue to change as more medical research is available regarding the health effects of the criteria pollutants. Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to project the public health.

A State Implementation Plan is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal standards. The State Implementation Plan for the State of California is administered by the ARB, which has overall responsibility for statewide air quality maintenance and air pollution prevention. California's State Implementation Plan incorporates individual federal attainment plans for regional air districts—air district prepares their federal attainment plan, which sent to ARB to be approved and incorporated into the California State Implementation Plan. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms. The federal and state ambient air quality standards are summarized in Table 2.

Table 2: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards2		
		Concentrations[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O3)	1-Hour	0.09 ppm	Ultraviolet Photometry	- -	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm		0.075 ppm (147 µg/m³)		
Respirable Particulate Matter (PM10)[8]	24-Hour	50 µg/m³	Gravimetric or Beta Attenuation	150 µ/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m³		- -		
Fine Particulate Matter (PM2.5)[8]	24-Hour	- -	- -	35 µg/m³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m³	Gravimetric or Beta Attenuation	12 µg/m³	15 µg/m³	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m³)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m³)	- -	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m³)		9 ppm (10 µg/m³)	- -	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m³)		- -	- -	
Nitrogen Dioxide (NO_2)[9]	1-Hour	0.18 ppm (339 µg/m³)	Gas Phase Chemiluminescence	100 ppb (188 µg/m³)	- -	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m³)		0.053 ppm (100 µg/m³)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[10]	1-Hour	0.25 ppm (655 µg/m³)	Ultraviolet Fluorescence	75 ppb (196 µg/m³)	- -	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	- -		- -	0.5 ppm (1300 mg/m³)	
	24-Hour	0.04 ppm (105 µg/m³)		0.14 ppm (for certain areas)[10]	- -	
	Annual Arithmetic Mean	- -		0.14 ppm (for certain areas)[10]	- -	
Lead[11,12]	30 Day Average	1.5 µg/m³	Atomic Absorption	- -		
	Calendar Qrtr	- -		1.5 µg/m³ (for certain areas)[12]	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average	- -		0.15 µg/m³		
Visibility Reducing Particles[13]	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m³	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m³)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24-Hour	0.01 ppm (26 µg/m³)	Gas Chromatography			

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m3 is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 µg/m3 to 12.0 µg/m3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 µg/m3, as was the annual secondary standard of 15 µg/m3. The existing 24-hour PM10 standards (primary and secondary) of 150 µg/m3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain ormaintain the 2010 standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm

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11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Several pollutants listed in Table 2 were not addressed in the project analysis. Analysis of lead is not included in this report because the project, as an educational facility, is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The project is not expected to generate or be exposed to vinyl chloride because proposed project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the project vicinity. The proposed project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. The project site is located in San Jacinto, however ambient air quality data was utilized from Perris, Elsinore and Riverside (Areas 28, 24, 25 and 31) monitoring stations, which is located in Riverside County and covers the San Jacinto/Hemet area. The nearest air monitoring station to the project site is the Perris Station. The Perris Station is located approximately 19 miles west of the project site, however this location does not provide all ambient weather data. Therefore, additional data was pulled from nearby monitoring stations to provide the existing levels.

SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

The AQMP for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal standards. Some of the rules and regulations that apply to this Project include, but are not limited to, the following:

SCAQMD Rule 402 prohibits a person from discharging 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.

SCAQMD Rule 403 The project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 mph, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD.

Based on the size of the Project area (approximately 19.4 acres) a Fugitive Dust Control Plan or Large Operation Notification would not be required. SCAQMD's Rule 403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.

Idling Diesel Vehicle Trucks – Idling for more than 5 minutes is prohibited within California Boarders.

Rule 2702. The SCAQMD adopted Rule 2702 on February 6, 2009, which establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified GHG emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board. Priority will be given to projects that result in co-benefit emission reductions of GHG emissions and criteria or toxic air pollutants within environmental justice areas. Further, this voluntary program may compete with the cap-and-trade program identified for implementation in CARB's Scoping Plan, or a Federal cap and trade program.

Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Table 3 lists the attainment status for the criteria pollutants in the basin

Table 3 South Coast Air Basin Attainment Status

Pollutant	Averaging Time	National Standards[1]	Attainment Date[2]	California Standards[3]
1979 1-Hour Ozone[4]	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (Not attained[4])	Extreme Nonattainment
1997 8-Hour Ozone[5]	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024	Nonattainment
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/31/2032	
2015 8-Hour Ozone	8-Hour (0.070 ppm)	Designations Pending	~2037	
CO	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (Attained)	Maintenance
NO_2[6]	1-Hour (100 ppb) Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (Attained)	Attainment
SO_2[7]	1-Hour (75 ppb)	Designations Pending	Pending	Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (Attained)	
PM10	24-Hour (150 µg/m³)	Nonattainment (Serious)[8]	12/31/2006 (Redesignation request submitted)[8]	Nonattainment
PM2.5	24-Hour (35 µg/m³)	Nonattainment	12/31/2006 (Redesignation request submitted)[8]	Unclassified
Lead	3-Months Rolling (0.15 µg/m³)	Nonattainment (Partial)[9]	12/31/2015	Nonattainment (Partial)[9]

Notes:
[1] Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.
[2] A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.
[3] Obtained from http://www.arb.ca.gov/desig/adm/adm.htm.
[4] 1-hour O_3 standard (0.13 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.
[5] 1997 8-hour O_3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O3 standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.
[6] New NO_2 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO_2 standard retained.
[7] The 1971 annual and 24-hour SO_2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO_2 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.
[8] Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA
[9] Partial Nonattainment designation - Los Angeles County portion of Basin only.

Construction Emissions

The daily operational emissions significance thresholds for the basin are as follows:

55 pounds per day (lbs/day) of ROC
55 lbs/day of NOx
550 lbs/day of CO
150 lbs/day of PM10
55 lbs/day of PM2.5
150 lbs/day of SO2

The latest version of CalEEMod was used to estimate the onsite and offsite construction emissions. The emissions incorporate Rule 402 and 403. Rule 402 and 403 (fugitive dust) are not considered mitigation measures as the project by default is required to incorporate these rules during construction.

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in Table 4, and therefore would be considered less than significant.

Table 4 Regional Significance - Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Grading						
On-Site[2]	3.08	33.89	17.10	17.10	4.33	2.95
Off-Site[3]	0.10	0.07	0.84	0.00	0.17	0.05
Total	**3.17**	**33.96**	**17.95**	**17.11**	**4.50**	**2.99**
Building Construction						
On-Site[2]	3.11	26.55	18.18	0.03	1.79	1.68
Off-Site[3]	0.97	6.53	7.84	0.02	1.68	0.50
Total	**4.09**	**33.08**	**26.03**	**0.05**	**3.47**	**2.18**
Paving						
On-Site[2]	1.82	17.52	14.80	0.02	0.96	0.88
Off-Site[3]	0.09	0.06	0.74	0.00	0.17	0.05
Total	**1.91**	**17.58**	**15.54**	**0.02**	**1.12**	**0.93**
Architectural Coating						
On-Site[2]	66.83	2.01	1.85	0.00	0.15	0.15
Off-Site[3]	0.14	0.10	1.19	0.00	0.27	0.07
Total	**66.97**	**2.10**	**3.04**	**0.01**	**0.42**	**0.22**
Total of overlapping phases[4]	**72.97**	**52.77**	**44.61**	**0.08**	**5.01**	**3.33**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2016.1.3
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Construction, architectural coatings and paving phases may overlap.

Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed project have been analyzed through the use of CalEMod model. The operating emissions were based on year 2018, which is the worst-case anticipated opening year for the project. The summer and winter emissions created by the proposed project's long-term operations were calculated and are summarized in Table 10. Based on trip generation factors, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table 5.

Table 5: Regional Significance - Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	3.18	0.00	0.12	0.00	0.00	0.00
Energy Usage[3]	0.04	0.33	0.28	0.00	0.03	0.03
Mobile Sources[4]	6.37	45.15	83.11	0.26	19.76	5.50
Total Emissions	**9.59**	**45.48**	**83.51**	**0.26**	**19.79**	**5.52**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2016.3.1
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

Table 5 shows that the project does not exceed the corresponding SCAQMD daily emission thresholds. The operational impacts are less than significant.

Localized Operational Emissions

Table 6 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 11 include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 6: Localized Significance - Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Area Sources[2]	0.00	0.12	0.00	0.00
Energy Usage[3]	0.33	0.28	0.03	0.03
On-Site Vehicle Emissions[4]	4.52	8.31	1.98	0.55
Total Emissions	**4.85**	**8.71**	**2.00**	**0.58**
SCAQMD Threshold for 25 meters (82 feet)[5]	**371**	**1,965**	**4**	**2**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for five acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 5 acres per day (see Table 7).
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptors are located 25 feet to the south and west of the project site, however according to LST methodology any receptor located closer than 25 meters should be based on the 25 meter threshold.

Table 6 indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 25 meters. Therefore, the project will not result in significant Localized Operational emissions**.**

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

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

B. Criterion 2 - Exceed Assumptions in the AQMP?
Consistency with the AQMP assumptions is determined by performing an analysis of the proposed project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed project are based on the same forecasts as the AQMP. The 2012-2035 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2012, consists of three sections: Core Chapters, Ancillary Chapters, and Bridge Chapters. The Growth Management, Regional Mobility, Air Quality, Water Quality, and Hazardous Waste Management chapters constitute the Core Chapters of the document. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this project, the City of San Jacinto Land Use Plan defines the assumptions that are represented in the AQMP.

The proposed project site is zoned RM (Multiple Residential) and is classified as MDR (Medium Density Residential). Therefore, it is not anticipated that the project would exceed the AQMP assumptions for the project site, and is found to be consistent with the AQMP for the second criterion.

Based on the above, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur and no mitigation is required.

d) Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor would be a location where a sensitive individual could remain for 24-hours or longer, such as residencies, hospitals, and schools (etc). The closest existing sensitive receptors (to the site area) are residential land uses located approximately 50 feet to the east of the project site. The impact is less than significant and no mitigation is required.

e) Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are of short-term in nature and the odor emissions are expected cease upon the drying or hardening of the odor producing materials. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the proposed project. Therefore, no mitigation is required.

IV.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and 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 U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 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 other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Source: General Biological Assessment, San Jacinto Valley Academy Conditional Use Permit 16-2, San Jacinto, California, Natural Resources Assessment Inc., June 8, 2016

Regulatory Setting:

Natural Resources Assessment Inc. (NRAI) conducted a data search for information on plant and wildlife species known occurrences in the vicinity of the project site. This review included biological texts on general and specific biological resources, and those resources considered to be sensitive by various wildlife agencies, local governmental agencies, and interest groups. Information sources included, but are not limited to the following:

- Information provided by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) for Assessor's Parcel Numbers (APNs) 434-200-006, 434-200-009, 434-200-010,434-200-013, 434-200-015.
- U.S. Army Corps 404 requirements, State Water Resources Control Board requirements, California Department of Fish and Wildlife 1602 requirements.
- General texts and other documents regarding potential resources on the project

Findings of Fact:

A field survey was conducted on the site on April 26, 2016 by the NRAI biological team to evaluate habitats, documenting the presence of general and sensitive biological resources present, and taking representative photographs. The survey included focused habitat assessment surveys for resources covered under the MSHCP survey requirements.

a),and f) The project site is located within the MSHCP Conservation Area. Section 6 of the MSHCP states that all projects must be reviewed for compliance with plan policies pertaining to riparian and riverine resources, Criteria Area plants species, Narrow Endemic Plant Species, urban/wildlands interface, and additional survey needs as applicable. The MSHCP did not identify the project study area has having habitat for any Criteria Area or Narrow Endemic plant species. Therefore, there is no impact.

b) Riparian areas are defined by the MSHCP as "lands which contain Habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during a portion of the year." The project site does not contain any of the characteristics of a riparian area, therefore there is no requirement to protect species associated with these habitats. No mitigation is required

c) Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. . . . Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and

drainage characteristics, uses to which it has been subjected, and weather and hydrologic records" (Riverside County Transportation and Land Management Agency, website address: http://www.rctlma.org).

A field survey was conducted for vernal pools but the level of disturbance, lack of rain, and lack of vegetation growth indicators made it difficult to determine if vernal pools were present. None were observed. Based on the observations made, this area is intensively disked on a regular basis. It is the professional judgement of the consulting biologist that no vernal pools exist on site and no mitigation is required.

Vernal Pool Fairy Shrimp

Vernal pool fairy shrimp (Branchinecta lynchi) is found in grasslands in ponded areas such as vernal pools, cattle watering holes, basins, etc. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer. In southern California, this species is found primarily in the interior of western Riverside County, central Santa Barbara County, and eastern Orange County and more recently in Los Angeles County. Since most pools preferred by fairy shrimp are found in flat areas, many have been lost to agricultural activities and residential development. The limited extent of available habitat, plus the ongoing loss has resulted in the vernal pool fairy shrimp being listed as threatened by the U.S. Fish and Wildlife Service (USFWS).

Riverside Fairy Shrimp

Riverside fairy shrimp (Streptocephalus woottoni) are known only from ephemeral pools in farmlands and similar open, flat terrain. Fairy shrimp are confined to temporary pools that fill in spring and evaporate by late spring to early summer. The Riverside fairy shrimp is known only from southern Orange and western Riverside and San Diego Counties. Ongoing farming and development in these areas has resulted in the loss and degradation of these habitats. Therefore, the USFWS has listed the Riverside fairy shrimp as endangered.

As described in the vernal pool section, the site appears unsuitable for the formation of vernal pools. The soils are unsuitable for the formation of long-term ponds, and no obligate wetland perennial plant species were observed. There are no other sources of standing water, such as cattle ponds or watering holes that would provide suitable habitat for the vernal pool fairy shrimp or Riverside fairy shrimp.

d) Burrowing Owl

The burrowing owl (*Athene cunicularia hypogea*) is a resident species in lowland areas of southern California (Garrett & Dunn 1980). It prefers open areas for foraging and burrowing, and is found widely scattered in open desert scrub. This species is scarce in coastal areas, being found mainly in agricultural and grassland habitats. The largest remaining numbers are in the Imperial Valley, where it is common in suitable habitat adjacent to the agricultural fields. The burrowing owl prefers large flat open areas for nesting and hunting (Garrett & Dunn 1981). This species lives in burrows constructed by other ground-dwelling species in grassy or sparse shrubby habitat. Burrowing owls also take over other types of burrows, including manmade objects such as pipes. This species forages low over the ground surface for insect prey, and seldom flies very high in the air. As a result of coastal development, the burrowing owl is declining in coastal habitats. The California Department of Fish and Wildlife (CDFW) has designated the burrowing owl as a California Species of Special Concern (CSC). These species are so designated because "declining population levels, limited ranges and/or continuing threats have made them vulnerable to extinction." (California Department of Fish and Wildlife 2012).

The entire project site is within the survey area for the burrowing owl. Habitat for burrowing owl was assessed in accordance with MSHCP "Burrowing Owl Survey Instructions". The assessment included looking for burrowing owl burrows, whitewash, pellets, animal remains and other burrowing owl indicators. Burrowing owls need sparse shrubby habitat (such as

grasslands and desert scrub) to provide food for their insect and other small prey items. The site does not contain any sparse shrubby habitats or similar grassland habitats preferred by this species. No burrows were observed suitable or in use by this species. No burrows belonging to Beechey ground squirrels were found on or along the boundary of the project site. No sign of burrowing owl use was observed. Most of the available habitat is highly disturbed and is located adjacent to human use areas, making it highly unlikely, but not impossible, that birds will nest in suitable habitat on site in the future. Because site conditions may change over time, a pre-construction burrowing owl survey shall be conducted within 30 days of initial site grading.

(as described in the MSHCP) be conducted for this project to ensure no owls have moved on site since the

current field survey.

Urban/Wildland Interface

The Urban/Wildland Interface guidelines of the MSHCP address indirect effects associated with locating development in the MSHCP Conservation Area near wildlands or other open space areas.

The two parcels are bordered by residential development on all four sides. There are no expected impacts to adjacent wildlands and no mitigation is required.

Stephens Kangaroo Rat

The species objectives for the Stephens kangaroo rat (SKR) in the Western Riverside MSHCP were designed to incorporate the objectives and be consistent with the Long-Term Stephens Kangaroo Rat Habitat Conservation Plan (SKR Plan). Any projects that are within the MSHCP boundaries must meet the SKR Plan requirements. The project is located within the SKR fee area, which will serve to mitigate potential impacts on regional SKR habitat.

The site is not within a cell that is part of the Reserve Assembly for the San Jacinto Valley Area Plan (Plan). It is not adjacent to any Criteria Cells, and there are no expected direct or indirect impacts to Criteria Cells. This project is not expected to affect reserve assembly for the Plan.

Migratory Birds

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

There is suitable nesting habitat for raptors and migratory birds in a grove of eucalyptus trees on the western boundary of Parcel B (Photo 3).There is no groves or woodlands on Parcel A suitable for nesting, although the buildings may provide some nesting for swallows are other mud nesting species, but the level of disturbance that might affect nesting birds is already occurring because of campus use. There are no suitable shrub or grassland habitats on either parcel.

The project site is in area already fragmented and is entirely surrounded by urban development. There are few native habitats left in the nearby surrounding areas, and impacts to wildlife movement and habitat fragmentation have already occurred. There will be no additional fragmentation of habitat or affects to wildlife movement. No mitigation is required.

e) There are no local policies addressing habitat conservation because the City is a member of the

western Riverside County Multi-species Habitat Conservation Plan that takes a regional conservation approach to habitat planning and management. There are no local tree preservation policies or ordinances in effect. Therefore, there is no impact and no mitigation is required.

Mitigation Measure:

BIO 1 A pre-construction burrowing owl survey shall be conducted within 30 days of initial site grading.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources	☐	☐	☒	☐

Source: *Phase 1 Cultural Resource Assessment for the San Jacinto Valley Academy Expansion Project, San Jacinto CA, Scientific Resource Surveys, September 14, 2016*

Findings of Fact:

a) Historical resources - A records search was conducted at the eastern Information Center of UC Riverside that identified 30 cultural resource studies prepared within a one-mile radius of the project site and 81 recorded cultural resources within one-mile of the project site. An historic structure foundation, historic trash scatters, and a wellhead were recorded on a portion of the proposed expansion area. Further field work failed to relocate the wellhead and one trash scatter (which according to previous maps would have been located just outside the project area). But the foundations and one trash scatter are still located on the site. The impact is less than significant and will be addressed under Mitigation Measures CR-1 and CR-2.

b) Archaeological resources - A *Sacred Lands File* record search was conducted by the Native American Heritage Commission (NAHC) on June 30, 2016 that did not identify and sacred lands within one mile of the project site. SRS contacted thirty-four individuals, who are listed in the cultural resources report, representing nearby Native groups and received a reply from the Soboba Band of Luiseno Indians requesting formal consultation and to be included in the field survey for this cultural

analysis. The field survey was conducted with Tribal monitor Art Lopez on August 4, 2016.

This study revealed no known significant cultural resources on the subject property. The careful reconnaissance of the area confirmed no prehistoric resources are visible on the surface of the project area. The remains of a foundation and historic trash scatter are currently located on the property, but they do **NOT** qualify as significant and therefore are not an historical resource under CEQA guidelines.

As all other known recorded resources located within one mile from the project are outside of the project's view shed, are not known to be considered significant, and would not derive any potential significance based the project area, the project **WILL NOT** have any impact on neighboring resources. Additionally, cultural resources are known to exist within the project area, and although they are likely to be disturbed and not considered significant under CEQA, it is recommended that prior to grading, shovel test pits be employed on the site to verify the site's determined significance. To further mitigate any negative impacts on potential cultural resources, we recommend monitoring of all ground breaking activities by both a Riverside County qualified archaeological monitor and a Native American monitor. In the event that any evidence of cultural resources is discovered, all work within the vicinity of the find should stop until the qualified consultant can assess the find and make recommendations. The impact is less than significant and will be addressed under Mitigation Measures CR-1 and CR-2.

c) Paleontological Resources - The project site has surficial deposits of Quaternary Alluvium, underlain by older Quaternary deposits (McLeod, 2016). The Quaternary Alluvium is too young to produce significant paleontological resources, but older Quaternary deposits have produced them. There are no records of nearby localities producing vertebrate fossils. The impact is conserved less than significant and no mitigation is required.

d) Human remains - Although there was no evidence suggesting human remains would be discovered during the construction phase, the following section will discuss the procedures that must be followed in the event human remains are found. If human remains are discovered, there is an established legal framework that must be adhered to. All discovered human remains shall be treated with respect and dignity. California State Law requires a defined protocol if human remains are discovered in the state of California, regardless if the remains are modern or archaeological.

Upon discovery of human remains in California, all work in the area must cease immediately, nothing disturbed, and the area is to be secured. The County Coroner's Office of the county where the remains were located must be called. The Coroner has two working days to examine the remains after notification. The appropriate land manager/owner of the site shall also be called and informed of the discovery. It is very important that the suspected remains and the area around them remain undisturbed and the proper authorities called to the scene as soon as possible as it could be a crime scene. Disturbing human remains is against federal and state laws and there are criminal/civil penalties including fines and/or time in jail up to several years. In addition, all vehicles and equipment used in the commission of the crime may be forfeited. The Coroner will determine if the bones are historic/archaeological or a modern legal case. If the Coroner's Office determines the remains are of modern origin, the appropriate law enforcement officials will be called by the Coroner to conduct the required procedures. Work will not resume until law enforcement has released the area.

If the Coroner has determined the remains are archaeological and there is no legal question, the Coroner will make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation, or to his or her authorized representative. If the Coroner believes the remains to be those of a Native American, he/she shall contact the California Native

American Heritage Commission (NAHC) by telephone within 24 hours. The NAHC will immediately notify the person it believes to be the most likely descendent of the remains. The most likely descendent has 48 hours to make recommendations to the land owner for treatment or disposition of the human remains. If the descendent does not make recommendations within 48 hours, the land owner shall reinter the remains in an area of the property secure from further disturbance. If the land owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the NAHC. The impact is less than significant and will be addressed under Mitigation Measures CR-3.

d) Tribal Cultural Resources - AB 52, which went into effect on July 1, 2015 requires a lead agency to consider a project's impacts on Tribal Cultural Resources (TCRs). TCRs as defined in Public Resources Code. Under AB 52, the CEQA Lead Agency is required to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Tribal consultation can be initiated once a project application is deemed complete or upon a decision by the City to undertake the project. Once the Lead Agency has contacted necessary tribal governments, tribes have 30 days to respond with comments or request consultation. Consultation concludes when either: the parties agree on measures to mitigate or avoid significant impacts to TCRs or a party, in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

The City of San Jacinto contacted the Tribes who had sought notification under AB 52 beginning on May 11, 2017. The notices included a copy of the cultural resources survey prepared by SRS. The City consulted with the Soboba Band of Luiseno Indians on May 3, 2017 that resulted in an acceptance of the standard City cultural resource mitigation measures. Based on cultural resource report prepared for the project, and the subsequent consultation meeting, the AB 52 process was closed out on June 12, 2017.

Mitigation Measures:

CR 1 Prior to grading permit issuance the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological/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 may establish provisions for tribal monitors.

CR 2 In the event of the discovery of human remains, the County coroner shall be immediately notified. If human remains of Native American origin are discovered during ground-disturbing activities, the applicant shall comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission and the Soboba Band of Luiseño Indians shall be notified and appropriate measures provided by State law shall be implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.

Paleontological Resources

CR 3 If paleontological resources are encountered during grading, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity. If paleontological resources are encountered, adequate funding shall be provided to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.

VI.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Expose people or structures to 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 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?	☐	☐	☐	☒

Source: *San Jacinto General Plan EIR, Soils Survey for Riverside Area, California, USDA 1971*

Regulatory Setting

The City of San Jacinto is located in a region crossed by two significant active faults. The San Jacinto fault enters form the north and the Casa Loma fault extends from the east side. The project site is located between these two faults. The State Geologist compiles maps identifying seismic hazard zones. Local jurisdictions that contain such zones must inform the public regarding the location of these zones. The nearest fault is the San Jacinto Valley fault located approximately 2.8 km from the project site.

Findings of Fact

A. i) The project site lies is most impacted by the San Jacinto fault. The fault zone has been mapped generally along the San Jacinto River and consists of young surface alluvium. Surface rupture is expected to occur along the fault zone and known active fault traces. Surface rupture could splay or step from known active faults or rupture along unidentified traces. The City has adopted the most recent Uniform Building Code, Uniform Mechanical Code, Uniform Fire Code, and National Electric Code which contain structural requirements for existing and new buildings. The codes are design to ensure structural integrity during seismic and other hazardous events. Compliance with these codes will result in potential risks associated with primary ground surface rupture as less than significant. No mitigation is required.

A.ii) The project area has been subject to past ground shaking from faults that traverse through the region. Strong ground shaking events can be expected during the life of the project. Based on calculations from the USGS Interactive Deaggregation, and shear wave velocity, the project area could be subject to ground motions in the order of 0.63 g. The peak ground acceleration at the site is judged to occur every 475 years and a 10% chance to exceed in 50 years. Therefore, the impact is considered less than significant.

A. iii) Liquefaction is the process in which loose, saturated granular soil loses strength. The strength loss is a result of decrease in granular soil volume and a positive increase in core pressure. The project area is situated in a ‘moderate’ liquefaction potential zone because groundwater is normally encountered in test borings in excess of 100 feet deep, hazards resulting from liquefaction are considered ‘negligible’. No impact is expected.

A.iv) The site consists of relatively level ground and is not immediately adjacent to any natural slopes of hillsides that could be potentially susceptible to slope instability. No signs of slope instability were observed at or near the project site. Construction will entail the movement of 9000 cubic yards of earthwork, with excavations of up to six feet. Soils will be re-compacted for construction. Therefore, risks associated with slope instability and landslides is considered less than significant. No mitigation is required.

b) No evidence of soil erosion was observed on the site resulting from tributary drainage patterns. The expansion area will be graded and compacted. Surfaces will mostly be paved excepting the infiltration basin, landscape and recreation areas. Drainage will be directed to an on-site infiltration basin that will outlet into an existing storm drain. The impact is less than significant by following the geotechnical recommendations for site preparation and construction. No mitigation is required.

c) A consulting geotechnical engineer shall recommend soil overexcavation and recompaction, as

necessary, at proposed building and foundation areas. Adherence to these recommendations will reduce the impact to a level of insignificance.

d) Soils within the existing and expanded campus areas are predominantly Dello loamy sand and Grangeville fine sandy loam. Proper site preparation and foundation design would mitigate potential impacts related to expansive soils on site. Therefore, City approval of the structural plans and design-level geotechnical report prepared in compliance with the City's code and regulations would reduce potential expansive soils impacts to a less than significant level.

e) The proposed project will continue to be connected to a sanitary sewer system. No mitigation is required.

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

Source: *San Jacinto Valley Academy Air Quality and Greenhouse Gas Impact Study, MD Acoustics, January 19, 2017*

Regulatory Setting

Many countries around the globe have made an effort to reduce GHGs since climate change is a global issue.

Intergovernmental Panel on Climate Change. In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

United Nations. The United States participates in the United Nations Framework Convention on Climate Change (UNFCCC) (signed on March 21, 1994). Under the Convention, governments gather and share information on greenhouse gas emissions, national policies, and best practices; launch national strategies for addressing greenhouse gas emissions and adapting to expected impacts, including the provision of financial and technological support to developing countries; and cooperate in preparing for adaptation to the impacts of climate change.

Kyoto Protocol. The Kyoto Protocol is a treaty made under the UNFCCC and was the first international agreement to regulate GHG emissions. It has been estimated that if the commitments outlined in the Kyoto Protocol are met, global GHG emissions could be reduced by an estimated 5 percent from 1990 levels during the first commitment period of 2008 – 2012 (UNFCCC 1997).

On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment

includes: New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020; a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

National programs include the following:

Greenhouse Gas Endangerment. On December 2, 2009, the EPA announced that GHGs threaten the public heath and welfare of the American people. The EPA also states that GHG emissions from onroad vehicles contribute to that threat. The decision was based on *Massachusetts v. EPA* (Supreme Court Case 05-1120) which argued that GHGs are air pollutants covered by the Clean Air Act and that the EPA has authority to regulate those emissions.

Clean Vehicles. Congress first passed the Corporate Average Fuel Economy law in 1975 to increase the fuel economy of cars and light duty trucks. The law has become more stringent over time. On May 19, 2009, President Obama put in motion a new national policy to increase fuel economy for all new cars and trucks sold in the United States. On April 1, 2010, the EPA and the Department of Transportation's National Highway Safety Administration announced a joint final rule establishing a national program that would reduce greenhouse gas emissions and improve fuel economy for new cars and trucks sold in the United States.

Mandatory Reporting of Greenhouse Gases. On January 1, 2010, the EPA started requiring large emitters of heat-trapping emissions to begin collecting GHG data under a new reporting system. Under the rule, suppliers of fossil fuels or industrial greenhouse gases, manufacturers of vehicles and engines, and facilities that emit 25,000 metric tons or more per year of greenhouse gas emissions are required to submit annual reports to the EPA.

Climate Adaption Plan. The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions. The Plan reflects input received from States, Tribes and municipal and county officials during development, as well as comments received during a formal Tribal consultation process and a 60 day public comment period during the Winter of 2013.

California state program include the following:

California Code of Regulations (CCR) Title 24, Part 6. CCR Title 24, Part 6: California's Energy Efficiency

Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions. The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission.

California Code of Regulations (CCR) Title 24, Part 11. All buildings for which an application for a building permit is submitted on or after January 1, 2014 must follow the 2013 standards. The 2013 commercial standards are estimated to be 30 percent more efficient than the 2008 standards; residential standards are 25 percent more efficient. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards. On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. CCR Title 24, Part 11: California Green Building Standards (Title 24) became effective in 2001 in response to continued efforts to reduce GHG emissions associated with energy consumption. CCR Title 24, Part 11 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

In addition to these programs, the California Governor has signed Executive Orders S-3-05, S-1-07, S-13-08, and B-29-15, B-30-15, and B-37-15 to establish targets for reductions in GHG emissions. The California Legislature as passed SB 97, AB 32, SB 375, AB 939, SB 1374 setting emission reduction targets.

The Project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:
 The purpose of Rule 2700 is to define terms and post global warming potentials.
 The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
 Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD.

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO2e per year for stationary/industrial sources and 3,000 metric tons of CO2e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects.

A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

 Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

 Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.

 Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:

- All land use types: 3,000 MTCO2e per year

- Based on land use types: residential is 3,500 MTCO2e per year; commercial is 1,400 MTCO2e per year; and mixed use is 3,000 MTCO2e per year

 Tier 4 has the following options:

- Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
- Option 2: Early implementation of applicable AB 32 Scoping Plan measures
- Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO2e/SP/year for projects and 6.6 MTCO2e/SP/year for plans;
- Option 3, 2035 target: 3.0 MTCO2e/SP/year for projects and 4.1 MTCO2e/SP/year for plans
 Tier 5 involves mitigation offsets to achieve target significance threshold.

City of San Jacinto local authority includes the following:

City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City is also responsible for the implementation of transportation control measures as outlined in the 2007 AQMP and 2012 AQMP.

The City of San Jacinto 2006 Resource Management Element in the General Plan, contains the following air quality-related goals and policies that are applicable to the proposed project:

Goal: Resource Management Goal 6: Improve air quality.

Policy 6.1: Cooperate with the South Coast Air Quality Management District, Southern California Association of Governments, and the Western Riverside Council of Governments in their efforts to implement the regional Air Quality Management Plan.

Policy 6.2: Cooperate and participate in regional air quality management planning, programs, and enforcement measures.

Policy 6.3: Achieve a greater balance between jobs and housing in San Jacinto.

Policy 6.4: Promote the growth of clean industry as a method of managing and improving air quality.

Policy 6.5: Promote energy conservation and recycling by the public and private sectors.

Policy 6.6: Encourage alternative modes of transportation to reduce vehicular emissions and improve air quality.

Policy 6.7:Encourage pedestrian scale development and pedestrian friendly access to reduce vehicle emissions.

Policy 6.8: In appropriate areas, allow mixed use development that combines housing, employment, and retail activities on one site.

Policy 6.9: Concentrate higher density development at transportation nodes and areas served by a well-developed vehicular network.

Policy 6.10: Support sustainable development patterns and green building standards that reduce energy use.

The City is presently processing the Downtown Specific Plan funded through a Healthy Communities Sustainability Grant that will promote energy conservation through healthy lifestyles. This includes provisions to establish mobility, and mass transit.

<u>Findings of Fact:</u>

a) The greenhouse gas emissions from project construction equipment and worker vehicles are shown in Table 7. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 20 metric tons of CO2e per year.

Table 7 Construction Greenhouse Gas

Activity	Emissions ($MTCO_2e$)[1]		
	Onsite	Offsite	Total
Grading	27.8	1.5	29.3
Building Construction[2]	276.5	267.0	543.4
Paving	21.0	1.5	22.4
Coating	2.6	2.4	4.9
Total	327.8	272.3	600.1
Averaged over 30 years[3]	11	11	20

Notes:
1. $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide).
2. Construction is estimated to last approximately 4 years.
3. The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.
* CalEEMod output (Appendix B)

Operational emissions occur over the life of the project. The project's emissions were initially compared to the SCAQMD draft threshold and WRCOG Subregional Climate Action Plan (CAP) screening threshold of 3,000 metric tons CO2e per year. If the project exceeds the screening threshold, the project's year 2010 Baseline emissions would be compared to the project's year 2020 emissions per the WRCOG CAP requirements.

As shown in Table 8 the proposed project would generate a total of 4,042.63 MTCO2e per year. As the opening year GHG emissions exceeded the screening threshold, the project's 2010 Baseline emissions were compared to the project's 2020 emissions, per the WRCOG CAP requirements.

Table 8 Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	0.03	0.03	0.00	0.00	0.03
Energy Usage[3]	0.00	409.93	409.93	0.02	0.00	411.55
Mobile Sources[4]	0.00	3,442.29	3,442.29	0.18	0.00	3,446.87
Solid Waste[6]	38.90	0.00	38.90	2.30	0.00	96.37
Water[7]	1.47	61.29	62.76	0.15	0.00	67.81
Construction[8]	0.00	333.73	333.73	0.05	0.00	20.00
Total Emissions	40.37	4,247.27	4,287.64	2.71	0.01	4,042.63
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No

Notes:
[1] Source: CalEEMod Version 2016.3.1
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30 year amortization rate.

The year 2020 emissions (incorporating regulation) would be 3,897.55 MTCO2e per year, which would generate a reduction from unmitigated emissions at 4627.39 MTCO2e of 15.8 percent, as shown in Table 9. The reduction threshold required by the WRCOG CAP is 15 percent from 2010 Baseline emissions. Therefore, with incorporation of regulations, the proposed project would meet the WRCOG CAP reduction requirement, and result in a less than significant individual and cumulative impact for GHG emissions and no mitigation is required.

Table 9 Mitigated Project-Related Greenhouse Gas Emissions 2020

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	0.03	0.03	0.00	0.00	0.03
Energy Usage[3]	0.00	409.93	409.93	0.02	0.00	411.55
Mobile Sources[4]	0.00	3,297.71	3,297.71	0.16	0.00	3,301.78
Solid Waste[5]	39.99	0.00	38.90	2.30	0.00	96.37
Water[6]	1.47	61.29	62.76	0.15	0.00	67.81
Construction[7]	0.00	333.73	333.73	0.05	0.00	20.00
Total Emissions	41.46	4,102.69	4,143.06	2.69	0.01	3,897.55
	Project's Percent Reduction from Baseline					15.8
	Percent Reduction Threshold from GHG Reduction Plan					15
	Meets Reduction threshold?					Yes

Notes:
[1] Source: CalEEMod Version 2016.3.1. Calculated emissions for year 2020.
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30 year amortization rate.

VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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 which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working	☐	☐	☐	☒

	in the project area?				
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Source: Site Plan and San Jacinto General Plan EIR, site plan, mapquest, http://www.envirostor.dtsc.ca.gov

Findings of Fact:

a-b) Generally, the nature of the existing and proposed education facility would not involve the transport, use, or disposal of hazardous waste, or cause a risk of upset. The facility is a sensitive receptor and protocols are in place to address hazards that may arise. There is no impact and no mitigation is required.

c) The existing use and proposed expansion is a school. The school does not generate any hazardous emissions, no impact is anticipated. No mitigation is required.

d) There are no hazardous wastes site identified on or near the project site on the State Department of Toxic Substances Control data base. Therefore, there is no impact and no mitigation is required.

e-f) The project site is not located within two miles of any public or private airport facility. There is no impact and no mitigation is required.

g) The proposed campus expansion will cause the development of vacant land as an educational facility, adding vehicle trips to the transportation system and requiring additional points of access. Additional access points are proposed at N. San Jacinto Avenue and Idyllwild Dr. Implementation of the mitigation measures of the traffic analysis will maintain operational level of service and avoid interference with emergency evacuation and response events.

h) The project site does not lie within a wildland fire area as shown in Figure 5.7-1 of the San Jacinto General plan EIR. Therefore, there is no impact and no mitigation is required.

IX.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	During project construction, will it create or contribute Urban Runoff that would violate any water quality standards or waste discharge	☐	☒	☐	☐

	requirements, including the term's of the City's municipal separate stormwater sewer system permit? For purposes of Section VIII, "Urban Runoff" is defined as stormwater and non-stormwater discharges from residential, commercial, industrial, and construction areas. "Urban Runoff" does not include discharges from feedlots, dairies, farms, or open space.				
b)	After the project is completed, will it create or contribute Urban Runoff that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit?	☐	☐	☒	☐
c)	Provide for the discharge of substantial additional sources of pollutants into Urban Runoff, including pollutants discharged from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources?	☐	☐	☒	☐
d)	Discharge pollutants in Urban Runoff so that one or more Beneficial Uses of receiving waters are adversely affected? "Beneficial Uses" include all uses of water necessary for the survival or well-being of man, plants and wildlife.	☐	☐	☒	☐
e)	Discharge stormwater so that significant harm is caused to the biological integrity of waterways or water bodies?	☐	☐	☒	☐
f)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
g)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐

h)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
i)	Significantly increase erosion, either on or off-site?	☐	☐	☒	☐
j)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
k)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	☐	☐	☒	☐
l)	Significantly alter the flow velocity or volume of stormwater runoff in a manner that results in environmental harm?	☐	☐	☒	☐
m)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
n)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
o)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
p)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
q)	Expose people or structures to inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Source: San Jacinto General Plan EIR , San Jacinto Valley Academy Hydrology Study, Blaine Womer.

a) The existing project site drains to a detention basin at the north boundary of the campus. Excess flows into the basin will be outlet into an open swale that extends north from the project through a series of channels and basins that ultimately outlet into the San Jacinto River. The proposed

expansion will drain into a new basin along the north end of the expansion property and extend as CMP pipe to the basin in the existing campus. The San Jacinto River is part of the Santa Ana Watershed administered by the Santa Ana Regional Water Quality Control Board. Permitting through this agency require pollution prevention measures to control migration of pollutants that may include trash/debris, pesticides, oil and grease, bacteria and viruses. A Preliminary Water Quality Plan (WQMP) has been prepared that must be followed to prevent contaminated storm water runoff from the site. A Final WQMP will be required for City review and approval prior to the issuance of any grading permits. The impact is less than significant with the implementation of Mitigation Measure HYD-1.

b) Proposed development will increase imperviousness surface, therefore more surface runoff in the area. The existing and proposed storm runoff controls, plus implementation of mitigation measure HYD-1, will reduce the impact to a level of insignificance.

c) to e) The proposed project will increase parking areas for vehicles that will accumulate oil and grease discharge from parked cars. Runoff controls are in place either by design, in the form of surface channels and basins, or through mitigation measure HYD-1. Therefore, the impact is less than significant.

f) and m) Development on the campus must comply with mitigation measure **HYD-1** will require preparation of a stormwater pollution prevention plan (SWPPP), which will incorporate BMPs to ensure that potential water quality impacts are minimized. The SWPPP is required to include a counter-measure plan describing measures to ensure proper collection of sedimentation produced on the site. These measures may include, but are not necessary limited to, (1) restricting grading to the dry season; (2) protecting all finished graded slopes from erosion using such techniques as erosion control matting and hydroseeding; (3) protecting downstream storm drainage inlets from sedimentation; (4) using silt fencing and hay bales to retain sediment on the project site; (5) using temporary water conveyance and water diversion structures to eliminate runoff into any receiving water body; and (6) any other suitable measures. Therefore, the proposed project would not result in substantial erosion or siltation on- or off-site following the implementation of mitigation measure **HYD-1**.

g) The existing campus and proposed expansion area lie within the service area of the City of San Jacinto for water supply. Based on the City's Water Management Plan, no adverse impacts were forecast to occur from implementing the approved land uses in the project area as anticipated as part of buildout of the San Jacinto General Plan. No impact to groundwater resources is expected to occur since the campus will connect to a community water system and the detention basins will help offset the draw down of local ground water. The impact is therefore, less than significant and no further mitigation is required.

h) to j) The existing and proposed storm water drainage and detention facilities will serve to control the rate and speed of runoff and potential erosion and siltation upon downstream properties. Implementation of SWPPP BMPS will control onsite and offsite erosion potential. The proposed on-site drainage system will perpetuate the flow patterns through the campus and beyond. The impact is less than significant and no further mitigation is required.

k) and l) The stormwater flow from the project will be detained in a basin within the existing campus and a new basin within the proposed expansion. The system is designed to ensure that peak stormwater runoff from the campus does not exceed current values. As designed, and subject to review and approval of the project hydrology study, the proposed improvements will control projected stormwater runoff from the campus. This will result in a less than significant impact.

n) and o) Based on Figure PS-2 in the San Jacinto General Plan, the project site is not located within a 100-year floodplain nor is it within a 100-year flood hazard area. There is no impact and no

mitigation is required.

p) The valley has historically been susceptible to flooding. Improvements along the San Jacinto River to elevate adjoining lands and the approved San Jacinto Levee Project will provide sufficient protection to the project site. The impact is less than significant and no mitigation is required.

q) The project site is not located near a large body of water that would make it susceptible to seiche or tsunami. The valley is located at the base of the San Jacinto Mountains. Runoff from the mountains occurs in well-defined streambeds and the San Jacinto River that exists north of the site. Therefore, no impact is identified.

Mitigation Measures:

HYD- 1 Prior to the approval of the grading permit, the project applicant shall prepare a stormwater pollution prevention plan (SWPPP), consistent with the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Order No. 2010-0014-DWQ), which is to be administered through all phases of grading and project construction. The SWPPP shall incorporate best management practices (BMPs) to ensure that potential off-site water quality impacts during construction phases are minimized. The SWPPP shall be reviewed to the Regional Water Quality Control Board and the City of San Jacinto. A copy of the SWPPP must be kept accessible on the project site at all times. In addition, the project applicant will be required to submit, and obtain City Engineering approval of, a Water Quality Management Plan prior to the issuance of any building or grading permit in order to comply with the Areawide Urban Runoff Management Program. The project shall implement site design BMPs, source control BMPs, and treatment control BMPs as identified in the Water Quality Management Plan. Site design BMPs shall include, but are not limited to, interim measures that include silt fencing, sand bagging, and soil cover during construction; and landscape buffer areas, on-site ponding areas, roof and paved area runoff directed to vegetated areas, and vegetated swales in project design.

X. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐

a) Source: San Jacinto General Plan, Development Code, MSHCP and field review

Findings of Fact:

a) The existing campus has operated in close proximity to other public and private K-12 education facilities. As a result, the area has been impacted by traffic at the beginning and conclusion of the school day. The proposed expansion will maintain the development pattern in the area toward education facilities, while also adding to a cumulative traffic impact. Impacts relating to traffic are analyzed in the Traffic section. The impacts is Significant without mitigation incorporated to address local traffic conditions.

b) The existing campus is designated as Public Institutional (PI) on the San Jacinto General Plan (SJGP) Land Use Map (Figure LU-1). The proposed expansion area is designated as Medium Density Residential (MDR) on the (SJGP) Land Use Map. The existing campus is zoned as Public Institutional (PI) and the proposed expansion area is zoned as Medium Density Residential (RM). Education Facilities (Grades K-12) public or private, are allowed under a Conditional Use Permit in the PI and the RM Zones. The existing campus has been operating under Conditional Use Permit No. 3-99. Under the proposed expansion, a new CUP is established under CUP 16-2. Site Plan and Development Review case 16-5 is also being processed for design review of the project.

The existing campus has operated with various violations of the Development Code. These include unpermitted installation of storage containers that are not allowed, parking within an emergency access lane, and unpermitted expansion of parking facilities. These infractions must all be remedied prior to the approval of the proposed expansion. Therefore, the impact is less than significant and no further mitigation is required.

c) The project site is located within the MSHCP Conservation Area. Section 6 of the MSHCP states that all projects must be reviewed for compliance with plan policies pertaining to riparian and riverine resources, Criteria Area plants species, Narrow Endemic Plant Species, urban/wildlands interface, and additional survey needs as applicable. The MSHCP did not identify the project study area has having habitat for any Criteria Area or Narrow Endemic plant species. Therefore the proposed project is consistent with community conservation plans and no mitigation is required.

XI.	MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a,b) Source: San Jacinto General Plan Environmental Impact Report

Findings of Fact:

The Surface Mining and Reclamation Act of 1975 (SMARA) established four Mineral Resource Zone (MRZ) categories with MRZ 1 being least and MRZ 4 being greatest in mineral resource value. The California Geologic Survey classifies all lands within the City of San Jacinto as MRZ 1. Therefore significant mineral deposits are unlikely to exist in the City. No mitigation is required.

XII. NOISE. Would the project result in:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
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 expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source: *San Jacinto Valley Academy Expansion, Noise Impact Study, MD Acoustics, January 24, 2017,*

Regulatory Setting:

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan.

The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

Findings of Fact:

The City of San Jacinto outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code. Applicable policies and standards governing environmental noise in the City are set forth in the General Noise Element. Table N-1 from the Noise Element outlines the acceptable exterior/interior noise standards as 65 dBA CNEL / 45 dBA CNEL. The proposed project is analyzed as a single family residential use. For residential developments, the project must demonstrate compliance to the City's exterior/interior noise standards

Section 8.40.040(A-E) from the noise ordinance outlines the City's exterior noise limits as it relates to stationary noise sources. (A) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone: Table 10 outlines the allowable exterior noise level.

Table 10 Allowable Exterior Noise Level1

Noise Zone	Type of Land Use	Allowed Equivalent Noise Level, Leq[2]	
		7:00 am to 10:00 pm	10:00 pm to 7:00 am
I	Single-Family Residential	65 dBA	45 dBA
II	Multifamily Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

Notes:
1. If the ambient noise exceeds the resulting standard, the ambient noise level shall be the standard.
2. Measurements for compliance are made on the affected property pursuant to Section 8.40.160.

Section 8.40.090 of the noise ordinance allows for construction to occur between the hours of 7:30 a.m. to 6:00 p.m. on weekdays. On the weekends construction must not create or produce loud noise that disrupts a person of normal sensitivity who works or resides in the vicinity, or a peace officer, on any weekend of federal holiday. There are exceptions to the regulation however for emergency construction when authorized by the City manager or his/her designee or if the level complies with the allowable limits as outlined within Section 8.40.040.

a) and c) Existing noise levels at the campus range from 55.2 to 61.4 dBA Leq, with maximum levels reaching 75.4 dBA. The measured noise level and field notes indicate that traffic noise from the adjacent roadways are the main sources of noise impacting the project site and surrounding area. There would be a short-term increase in noise during construction activities. Vehicles and equipment will be required to stage as far as possible from adjoining residences as a best management practice, and construction activities will be limited to the hours set forth under the City's noise ordinance.

Table 11 compares the without and with project scenario and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear an audible difference. As demonstrated in Table 4 the project is anticipated to change the noise 0.3 to 0.9 dBA CNEL. Although there is an increase along these two roadways, the noise levels would still be below the 65 dBA CNEL residential standard at any on-site and off-site sensitive receptors. As shown in Table 4, the Existing Plus Project 65 dBA CNEL contour would start at 18 feet from the center of San Jacinto Avenue and 326 feet from the center of Ramona Expressway. All existing or proposed residential land uses are located in the 65 dBA CNEL contour or lower.

Table 4: Existing Scenario – Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
San Jacinto Avenue	Ramona Expressway to SJVA	57.8	8	17	36	77
	SJVA to Idyllwild Drive	57.5	7	16	34	73
Ramona Expressway	west of San Jacinto Avenue	77.0	146	314	676	1,455

Existing With Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
San Jacinto Avenue	Ramona Expressway to SJVA	58.7	9	19	41	88
	SJVA to Idyllwild Drive	58.3	8	18	39	83
Ramona Expressway	west of San Jacinto Avenue	77.2	151	326	703	1,514

Change in Existing Noise Levels as a Result of Project

Roadway[1]	Segment	CNEL at 50 Feet dBA[2]			
		Existing Without Project	Existing With Project	Change in Noise Level	Potential Significant Impact
San Jacinto Avenue	Ramona Expressway to SJVA	57.8	58.7	0.9	No
	SJVA to Idyllwild Drive	57.5	58.3	0.8	No
Ramona Expressway	west of San Jacinto Avenue	77.0	77.2	0.3	No

Notes:
[1] Exterior noise levels calculated at 5 feet above ground level.
[2] Noise levels calculated from centerline of subject roadway.

Although there is an increase in traffic noise levels the impact is considered less than significant as the noise levels at or near any existing or proposed sensitive receptor would be 65 dBA CNEL or less and the change in noise level is less than 3 dBA. No further mitigation is required With the provisions in effect under mitigation measure N-1, the impact will be less than significant and no further mitigation is required.

b) Construction activities can produce vibration that may be felt by adjacent residential land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. Construction activities can produce vibration that may be felt by adjacent land uses. The primary vibration source during construction may be from a bull dozer. A small bull dozer has a vibration impact of 0.003 inches per second peak particle velocity (PPV) at 25 feet, which is below the barely perceptible threshold. The distance of the construction equipment will be further than 25 feet from any existing sensitive building and therefore the impact would be less than significant and no mitigation is required.

d) Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City's Municipal Code (Section 8.40.090). Construction is anticipated to occur during the permissible hours according the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of a grader, a dozer, an excavator and three (3) backhoes operating at 50 feet from the nearest sensitive receptor. Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 50 feet have the potential to reach 88 dBA Leq and 89 dBALmax at the nearest sensitive receptors during grading.

Furthermore, noise reduction measures are provided to further reduce construction noise under mitigation measure N-1. The impact is considered less than significant.

e) The project site does not lie within two miles of a public airport or within an airport land use plan. Therefore, there is no impact and no mitigation is required.

f) The project site does not lie within the vicinity of a private aircraft landing strip. Therefore, there is

no impact and no mitigation is required.

Mitigation Measure:

N 1: Construction operations must follow the City's General Plan and the Noise Ordinance, which states that construction, repair or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following measures should be taken:

1. Construction should occur during the permissible hours as defined in Section 8.40.090.
2. During construction, the contactor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
3. The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
4. Idling equipment should be turned off when not in use.
5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

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

a) Source: San Jacinto General Plan and field review

Findings of Fact:

The proposed project will expand an existing K-12 education facility. The project functions as infill development where services are already in place to facilitate new construction. Therefore, the impact is less than significant.

b) and c) The project site is undeveloped vacant property. Therefor no housing or population will be displaced by the proposed development. No mitigation is required

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

Source: San Jacinto Fire Department and Public Works comments. San Jacinto General Plan

a) The Riverside County Fire Department provides fire protection and emergency medical services under contract to the City. The nearest fire station is Station No. 25 located at First and San Jacinto Avenue. Winter staffing consists of three fire fighters and on engine. The force is doubled during the summer months. The project site is not located within a designated High Fire Area, according to the San Jacinto General Plan. The project will be designed, constructed, and operated under applicable fire prevention standards, and under the California Building Code. Development Impact fees will be required as a condition of approval. These fees may be adjusted to accommodate additional equipment and/or personnel needs necessary to serve this development.

Police protection services are provided under contract with the Riverside County Sheriff's Department. The Sheriff provides services to the City from the San Jacinto Police Station located at 160 West Sixth St. The proposed project will result in increased demands for police protection services. Development impact fees will be required as a condition of approval for the project. Implementation of these provisions would result in a less than significant impact.

The San Jacinto Unified School District provides educational services in the City of San Jacinto for grades K-12. Since the proposed use is a K-12 education facility, no impacts to schools is anticipated. Therefore, there is no impact and no mitigation is required.

The City of San Jacinto and Valley-Wide Recreation and Park District operate public park facilities in the City. The City General Plan establishes a standard of five (5) acres of park or recreational facilities for every 1000 people. The campus contains adequate recreation area for the use it serves. Therefore, there is no impact and no mitigation is required.

Other: The campus includes a school library to offset impacts to the local public library system. Therefore, the impact is less than significant and no mitigation is required.

The Riverside county Flood Control District manages the San Jacinto Master Drainage Plan (MDP). Line J of the MDP extends through the SJVA campus. The applicant has made a request to the Flood control District to revise the alignment and facility type of Line J through the campus. The MDP calls for an open trapezoidal concrete-lined channel to convey drainage flows. The applicant proposes to construct approximately 660 feet of double cell box culverts to join the existing double cell box culverts south of Shoal Reef Avenue. This proposal conforms to the MDP and is acceptable to the Flood Control District. The following mitigation measure is provided to accommodate this design change.

Mitigation Measure

PS 1 Line J of the San Jacinto Master Drainage Plan shall be constructed to Riverside County Flood Control District (RCFCD) standards and District plan check and inspection requirements. District acceptance will be predicated on the ability of the design, as revised, to properly function as part of the MDP system. Additional improvements may be required downstream as required by the RCFCD to achieve a properly system function. Copies of all plans shall also be submitted to the San Jacinto Engineering Department.

XV. RECREATION. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	☐	☐	☐	☒

Source: Police, Fire and staff review

Findings of Fact:

a-b) The scope and size of the project would not require any facility expansion. The project will be conditioned to pay development impact fees to offset impacts upon police and fire services.

XVI. TRANSPORTATION / TRAFFIC. Would the project:		Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b)	Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐
e)	Result in inadequate emergency access?	☐	☒	☐	☐
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Source:, *San Jacinto Valley Academy Traffic Impact Analysis, San Jacinto Valley Academy, TJW Engineering, Inc., January 6, 2017*

Findings of Fact:

a) and f) Transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions or development impact fee programs such as the City's adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of San Jacinto Development Impact Fee (DIF) program. It is anticipated that the proposed project will be subject to the TUMF and the City's DIF. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

The project's contribution to the aforementioned transportation impact fee programs or as a fair share contribution towards a cumulatively impacted facility not found to be covered by a preexisting fee program should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate the cumulative impact.

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study completed in early 2002 and updated in 2005, 2009 and 2015 to address major changes in right of way acquisition and improvement cost factors. The TUMF program identifies network backbone and local roadways that are needed to accommodate growth through 2035. The regional program was put into place to ensure that developments pay their fair share and that funding is in place for the construction of facilities needed to maintain an acceptable level of service for the transportation system. The TUMF is a regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County. TUMF fees are imposed on new residential, industrial and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit phase.

There is a Class I (off-street) bike trail on the west side of Ramona Expressway between Main Street and San Jacinto Avenue and a Class II (on-street) on-street bicycle lane in both directions on Ramona Expressway between San Jacinto Avenue and Sanderson Avenue. According to the San Jacinto General Plan Circulation Element, Class II (on-street) bicycle lanes are planned on State Street and Esplanade Avenue, and a Class I (off-street) bicycle path is planned for the entire length of Ramona Expressway within the City. Sidewalks and curb ramps at intersections are generally present where development has occurred within the study area, and absent where development has yet to occur. Sidewalks are currently not present along the proposed project's frontage.

The City of San Jacinto is served by the Riverside Transit Agency which provides bus service to the desert cities. There is one transit route, directly serving the project site, Riverside County Transit Route 42, with a stop at the Miracle Drive/Main Street intersection less than 1/10 of a mile west of the proposed project site.

b) Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops).

The City utilizes the Intersection Capacity Utilization (ICU) methodology for signalized intersection analysis. The ICU methodology expresses the LOS of an intersection in terms of the remaining capacity at an intersection (or lack thereof). The ICU methodology compares the volume-to-capacity (V/C) ratios of conflicting turn movements at an intersection, sums the critical conflicting V/C ratios for each intersection approach, and determines the intersection's overall capacity utilization.

Roadway segment operations have been evaluated using the City of San Jacinto roadway segment capacity thresholds contained in *the City of San Jacinto General Plan Circulation Element*.

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. The Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition, 2012) provides trip generation rates. The ITE Trip Generation Manual does have a category for K-12 Private Schools, but the sample size is small and does not include any local data. Since SJVA already exists and is generating trips today, 24-hour traffic count data was collected at the school's

four existing driveways on San Jacinto Avenue in order to determine the site's current trip generation characteristics to apply to the proposed expansion project. As shown in Table 5, existing trip generation is lower during the AM peak hour and greater during the PM peak hour. This data was used to project future trips with the campus expansion.

Table 5
Trip Generation Rates for Proposed Project Land Uses

Land Use	Quantity	AM Peak Hour			PM Peak Hour			Daily Trips
		In	Out	Total	In	Out	Total	
New Trips Resulting From Enrollment Increase								
Private School Expansion	**1,050 Students**	377	309	686	112	120	232	2,298
Total Trip Generation for SJVA (All Students)								
Private School Total	**2,400 Students**	862	707	1,569	255	274	529	5,254

As shown in ***Table 5***, the 1,050 student enrollment cap increase is projected to generate 686 AM peak hour trips, 232 PM peak hour trips and 2,298 daily trips. SJVA as a whole, at an enrollment cap of 2,400 students would generate 1,569 AM peak hour trips, 529 PM peak hour trips and 5,254 daily trips. The PM peak hour is for the peak hour of adjacent street traffic, which typically occurs between 4:00-7:00 PM. The school's peak hour of trip generation during the afternoon (3:00-4:00 PM), known as the peak hour of the generator, occurs outside the peak hour of the roadway system as a whole.

The traffic impact assessment identified thresholds of significance under existing, ambient, and project conditions. All study area intersections operated at an acceptable level of service, (LOS D or better), expect that a significant direct impact occurs at the following four intersections:

- San Jacinto Avenue/Ramona Expressway (LOS E AM Peak Hour);
- San Jacinto Avenue/Idyllwild Drive (LOS E AM Peak Hour);
- San Jacinto Avenue/1st Street (LOS F AM Peak Hour);
- San Jacinto Avenue/Main Street-Ramona Boulevard (LOS E AM Peak Hour).

Signal warrants are already met at these intersections for the AM peak hour condition.

Table 6
Signal Warrant Analysis – EAP Conditions

Intersection	Signal Warrants Met?	
	AM Peak Hour	PM Peak Hour
San Jacinto Avenue/Idyllwild Drive	Yes	No
San Jacinto Avenue/1st Street	Yes	No
SJVA Driveway/Idyllwild Drive	Yes	No
San Jacinto Avenue/SJVA Outbound Driveway	Yes	No

Table 7
Intersection Analysis with Signal Improvements

Intersection	Control Type	Peak Hour	EAPC (2019) Conditions With Improvements
City of San Jacinto			Delay – LOS
San Jacinto Ave/ Ramona Expwy	Signal	AM PM	52.7 – D 14.5 – B
San Jacinto Ave/Idyllwild Dr	Signal	AM PM	26.1 – C 6.0 – A
San Jacinto Ave/1st St	Signal	AM PM	12.7 – B 5.9 – A
San Jacinto Ave/ Main St-Ramona Blvd[1]	Signal	AM PM	46.7 – D 37.4 – D

Note: Delay shown in seconds per vehicle
1 = HCM2010 delay is not reported for intersection as HCM2010 methodology does not allow for 5-legged intersections. Average intersection delay Calculation provided by Synchro 9 analysis software reported instead.

As shown in Table 7, assuming implementation of the recommended traffic signal improvements for existing, ambient, and project conditions, the study intersections are projected to operate at an acceptable LOS (LOS D or better).

Since the proposed expansion will not be constructed in phases, the traffic signals identified will be required prior to the issuance of any building permits. Moreover, a striping plan has been required to verify that sufficient right-of-way will be available to accommodate the additional traffic signals. The impact will be less than significant with Mitigation Measure T-1 incorporated.

c) There are no public or private airports in the vicinity of the project site that would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, there is no impact.

d) Based on the analysis contained in the TIA, the following operational travel movements will be required under the project expansion:

1) The existing northern driveway couplet (one inbound driveway and one outbound driveway) shall be ingress only driveways. The northernmost driveway would be right-in only, for vehicles approaching the site from the north on San Jacinto Avenue. The second driveway would be left-in only, for vehicles approaching the site from the south.

2) The southernmost driveway on the expansion site shall be an outbound only driveway. This driveway will have two outbound lanes, one for left-turning vehicles and one for right-turning vehicles.

3) Provide a ¾ access driveway (right-in, left-in, and right-out) on Idyllwild Drive. Sight distance at each project access point should be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping and street improvement plans.

The impact will be less than significant with Mitigation Measure T-2 incorporated.

e) The proposed project will add access points and traffic onto the existing transportation system that has the potential to impair the movement of emergency vehicles in transit from or to calls. The Fire Department has conditioned the project for access to within 150 feet of all buildings, driveway loops, fire apparatus access lanes, and entrance curb radius to accommodate emergency vehicles. Compliance with the Mitigation T-2 will reduce the impact to a level of insignificance.

The following mitigation measures are recommended at the cumulatively impacted study intersections for *existing, ambient, and project* conditions to reduce peak hour delay and improve the

intersections to LOS D or better:

Mitigation Measures:

T-1: Prior to the issuance of any building permits, traffic signals shall be constructed at the following intersections:

• San Jacinto Avenue/Ramona Expressway
• San Jacinto Avenue/1st Street.
• San Jacinto Avenue/Idyllwild.
• San Jacinto Avenue/Proposed SJVA Outbound Driveway

T-2: Prior to the issuance of any building permits, the following driveway redesigns shall be completed:

1) The existing northern driveway couplet (one inbound driveway and one outbound driveway) shall be ingress only driveways. The northernmost driveway would be right-in only, for vehicles approaching the site from the north on San Jacinto Avenue. The second driveway would be left-in only, for vehicles approaching the site from the south.

2) The southernmost driveway on the expansion site shall be an outbound only driveway. This driveway will have two outbound lanes, one for left-turning vehicles and one for right-turning vehicles.

3) Provide a ¾ access driveway (right-in, left-in, and right-out) on Idyllwild Drive. Sight distance at each project access point should be reviewed with respect to standard Caltrans and City sight distance standards at the time of final grading, landscaping and street improvement plans.

T-3: Parking and stopping/standing shall be restricted on San Jacinto Avenue along the project's frontage. This is a potential issue with or without the expansion and new signals. SJVA shall station a traffic manager on the site to actively enforce these restrictions when the proposed expansion and new circulation patterns are operational to guide parents on the correct travel paths at the campus. SJVA shall also continue its current program of having staff intercept students who are improperly dropped off (intercepted on the campus not in the street) to identify the student and send a note/warning to the parents reminding them of the established drop-off/pick-up procedures. This existing program has been successful at curbing/reducing improper drop-offs on San Jacinto Avenue for existing conditions.

T-4: The applicant shall participate in the funding or construction of off-site improvements that are needed to serve cumulative traffic conditions through the payment of the Transportation Uniform Mitigation Fees (TUMF) and City of San Jacinto Development Impact Fees (DIF) or a fair share contribution as directed by the City. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases.

XVII. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable	☐	☐	☒	☐

	Regional Water Quality Control Board?				
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
e)	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?	☐	☒	☐	☐
f)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: State of California Cal Recycle website: http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/o

a-e) The project site lies within the service area of Eastern Municipal Water District for wastewater collection and treatment. Wastewater treatment capacity is projected to be 10.1 million gallons per day by 2020. This would be expanded to 18 mgd by 2023. This capacity is expected to handle the projected increase from the proposed project and meet all applicable Regional Water Quality Control Board standards. The project will be required to pay wastewater connection and expansion fees as part of the development. No mitigation is required.

b) The project site lies within the water service area of the City of San Jacinto. The City has sufficient water supply to serve the expanded campus in compliance with City polices and payment of required fees. No mitigation is required.

c-d) The proposed expansion project will add onsite detention to increase storage of surface flows before being discharged into the existing onsite storm water system. The impact is less than significant and no mitigation is required.

f) Solid waste generated from the proposed project would be hauled to the Lambs Canyon Landfill, operated by the Riverside County Waste Management Agency, by a waste disposal firm contracted by the City. The landfill has a design capacity of 38,935,653 cubic yards with a site life through the year 2029. An expansion project is currently being planned. The project will also be required to comply with the provisions of AB 939 to divert refuse from the waste stream in order to meet

designated goals for diverted waste. The impact is less than significant.					
XVIII.	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 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 the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	☐	☐	☒	☐
c)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	☐	☐	☒	☐
d)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

a) The project site has been surveyed and found not to possess and evidence of cultural resources. The site is not located within the Riverside County Multi-species Habitat Conservation Plan. No impact is expected to occur on any biological or cultural resource.

b) The proposed campus expansion project is an infill development that will not produce impacts that achieve short term goals that could be detrimental to long-term environmental goals. Mitigation measures have been identified to reduce all potential impacts to a level of insignificance.

c) Implementation of the proposed campus expansion project will contribute toward cumulative significant impacts relating to traffic. Mitigation measures have been identified to reduce the impact to a level of insignificance. On the basis of the above findings, the proposed project will have less than a significant impact relating to cumulative impacts.

d) By adhering to the provisions of the San Jacinto General Plan and the San Jacinto Development Code, the project will not cause substantial adverse effects on human beings, either directly or

indirectly. The findings of this initial study have determined that each potential impact will have a less than significant impact, or impacts can be reduces to a level of insignificance under the recommended mitigation measures.