



ENVIRONMENTAL ASSESS- MENT FORM INITIAL STUDY (IS)

1. Case Number(s):

SPDR-17-15 – Site Plan Design Review
GPA-17-05 – General Plan Amendment to CC – Community Commercial
ZC-17-04 – Zone Change to CG – Commercial General
TPM-37231 – Tentative Parcel Map – to Create Four Parcels
CUP-17-07 – Conditional Use Permit – Service Station w/Convenience Store
VAR-18-03 – Alcohol Sales within 100-feet of Residentially Zoned Property
MUP-18-07 – Minor Use Permit Fast Food with Drive-Through
MUP-18-08 – Minor Use Permit Fast Food with Drive-Through

2. Project Title: Rancho Estudillo Plaza (Project)

3. Public Comment Period: August 24, 2018 – September 12, 2018

4. Lead Agency: City of San Jacinto
Planning Department
595 S. San Jacinto Avenue
San Jacinto, CA 92583
<http://www.ci.san-jacinto.ca.us/city-govt/departments/planning-environmental-docs.html>

5. Contact Planner: Tammy Figueroa
City of San Jacinto
595 S. San Jacinto Avenue
San Jacinto, CA 92583
(951) 654-7337 – Phone
(951) 654-3728 – Fax
tfigueroa@sanjacintoca.us

6. Prepared By: Diane Jenkins, AICP
McKenna Lanier Group, Inc.
(909) 519-8887
Diane@McKennaLanier.com

7. Project Location: Northeast corner of Seventh Street and Sanderson Avenue, in the City of San Jacinto, California, as shown in Figure A – Aerial Map. The Project site is located within the northeast quarter of Section 32 of Township 4 South, Range 1 West, Lakeview 7.5 U.S. Geological Survey (USGS), San Bernardino Base and Meridian (SBBM) and is comprised of Tax Assessor parcel number APN 436-360-009.

8. Project Sponsor:

Applicant/Developer

Panorama Development, LLC
2005 Winston Court
Upland, CA 91784
(909) 931-3363

Property Owner

Karl Hauser, Trustee
773 Nyes Place
Laguna Beach, CA 92651

9. General Plan Designation: LDR – Low Density Residential

The LDR designation is primarily for single-family detached residential uses and accessory buildings. Uses such as mobile and modular homes, townhomes and condos, public facilities, and other uses which are compatible with and oriented toward serving the needs of low-density single-family neighborhoods may also be allowed.

This designation allows a maximum density of 5.0 dwelling units per net acre, with an average density of 4.0 dwelling units per net acre. The maximum density of this land use designation may be exceeded to complement General Plan Housing Element policy in accordance with the density bonus provisions of Section 65915 of the California Government Code and as an incentive for planned developments. (Figure B – General Plan Map)

10. General Plan Neighborhood Designation: Equestrian Downs Neighborhood Planning Concept

The neighborhood planning concept allows the City to ensure that adequate levels of public services and facilities are available throughout the community and not concentrated in only a few areas.

11. Specific Plan Name and Designation: Not located within a Specific Plan

12. Existing Zoning: RL – Residential, Low Density

The RL Zone is a “Clearly Compatible” Zone with the LDR General Plan designation. The RL zone is applied to areas appropriate for a range of detached single-family residential dwellings on standard suburban parcels, together with appropriate accessory structures and uses. The RL zone may also allow mobile and modular homes, accessory (second) dwelling units, condominiums, townhomes, public facilities, and other uses that are compatible with low-density single-family neighborhoods. This zone allows a density ranging from 2.1 to 5.0 dwelling units per net acre. The RL zone is consistent with the Low-Density Residential (LDR) land use designation of the General Plan. (Figure C – Zoning).

13. Surrounding Land Uses and Setting:

	Land Use	General Plan	Zoning
Project Site	Vacant Land	LDR – Low-Density Residential	RL – Residential, Low-Density
North	Single Family Residential	LDR – Low-Density Residential	RL – Residential, Low-Density
South	Park & Single Family Residential beyond	PARK -- & LDR – Low-Density Residential beyond	OSR – Open Space Recreation & RL – Residential, Low-Density beyond
East	Vacant Land	LDR – Low-Density Residential	RL – Residential, Low-Density
West	Single Family Residential	LDR – Low-Density Residential	RL – Residential, Low-Density with RL-15,000 to the southwest

14. Description of the Project:

The Project proposes a General Plan Amendment (GPA-17-05) to change the General Plan designation from LDR – Low-Density Residential to CC – Community Commercial with a corresponding zone change (CZ-17-04) to change the zone from RLD – Residential, Low-Density to CG – Commercial General to facilitate the development of a commercial center under a Site Plan Design Review (SPDR-17-15). Tentative Parcel Map 37231 proposes to subdivide a single, 8.84-acre parcel, into five parcels and two lettered lots for the development of the following uses (Figure C – Zoning and Figure D – Site Plan):

- A Service Station and Convenience Store with Off-sale Alcohol Sales
- A Fast Food Restaurant with Drive-Through
- A Fast Food Restaurant with Drive-Through with an attached retail lease space
- Two attached Retail Buildings

Environmental Setting

The Project site is generally square and encompasses 8.84 acres. It is located on the northeast corner of Sanderson Avenue and Seventh Street. The site is vacant, and the ground surface is covered with scattered vegetation.

According to the USGS 7.5' Lakeview Quadrangle map (USGS, 2015), the site is situated at an elevation of approximately 1,520 feet above mean sea level (MSL). The property is generally flat with no visible slope.

The two soils on the property are San Emigdio fine sandy loam (SeA) and San Emigdio fine sandy loam, deep (SfA). Both soils are found on zero to two percent slopes. San Emigdio is a fine sandy loam made up of residuum from sedimentary rock. It is a well-drained, non-saline to very slightly saline soil found on alluvial fans. San Emigdio soils are classified as non-hydric. They never pond and rarely flood.

As such, no natural ponding water or surface seepage was observed at or near the site during the Geotechnical Engineer's field investigation conducted on October 27, 2016. Site drainage appears to be controlled via sheet flow and surface infiltration.

Proposed Project

The Project includes a number of discretionary approvals as follows:

- Site Plan Design Review SPDR-17-15 for the review of the overall site and conceptual building designs.
- General Plan Amendment GPA-17-05 to change the General Plan designation from LDR – Low-Density Residential to CC – Community Commercial.
- Zone Change ZC-17-04 to change the zoning from RLD – Residential, Low Density to CG – Commercial General.
- Tentative Parcel Map 37231 to subdivide 8.84 gross acres into five parcels and two lettered lots.
- Conditional Use Permit CUP-17-07 to permit a service station with a convenience store to have off-sale beer and wine sales.
- Variance VAR 18-03 to allow off-sale beer and wine sales within 100-feet of residentially zoned property and with 600-feet of a City Park (Ward Park).
- Minor Use Permit MUP-18-07 to permit a fast food drive-through.
- Minor Use Permit MUP-18-08 to permit a fast food drive-through.

Site Plan Design Review (SPDR-17-15)

Under the Site Plan Design Review case, SPDR-17-15, the City will ensure that the Project respects the physical environmental characteristics of the property, provides safe and convenient access and circulation for pedestrians and vehicles, provides high quality design practices, minimizes, or eliminates negative or undesirable visual impacts, provides for adequate dedication of land for public purposes and provides needed public infrastructure.

The Project is proposed to be built in three phases as noted in the table below. (Figure E – Phasing Plan)

PHASING PLAN				
Proposed Buildings	Parcel #	Parcel Net Acreage	Building Square Footage	Projected Construction Completion
PHASE 1				
Convenience Store 12-Pump Dispensers under a Canopy	1	1.36	5,660	1 st quarter 2020

PHASING PLAN				
Proposed Buildings	Parcel #	Parcel Net Acreage	Building Square Footage	Projected Construction Completion
PHASE 2				
Fast Food Drive Through	2	.65	3,200	Future Phase
Retail Building with Drive Through	3	1.06	5,100	
PHASE 3				
Retail Building	4	2.5	26,500	Future Phase
Retail Building	5	2.01	16,900	

Phase 1

Phase 1 includes the development of Parcel 1, an approximate 1,140-square-foot portion of Parcel 2 on the north side of the proposed driveway, the portion of lettered Lot A along Sanderson Avenue adjacent to Parcel 1 and the 1,140-square-foot portion of Parcel 2, and the portion of lettered Lot B along Seventh Street adjacent to Parcel 1. The development includes Conditional Use Permit CUP-17-07 for a 2,940-square-foot service station and convenience store with off-sale beer and wine sales and findings of Public Convenience or Necessity, and a 2,720-square-foot canopy over the 12 pump dispensers. Beer and wine sales will make up approximately 35-square-feet of the sales area. Because Census Tract number 435.17 already has three off-sale licenses where a maximum number of three are permitted findings of Public Convenience or Necessity (PCorN) are required by State law. In addition, a separation variance (VAR-18-03) to permit alcohol sales within 100-feet of residentially zoned property and within 600-feet of a City park (Ward Park), is also required. The convenience store is proposed to be open 24-hours a day, seven days a week. It is anticipated that there will be three shifts of employees with an average of two employees per shift.

Underground fuel tanks are proposed in front of the fuel canopy on the Sanderson Avenue frontage. Two underground tanks are proposed. One 20,000-gallon tank for regular unleaded gasoline and another 20,000-gallon tank with 8,000-gallons of premium unleaded gasoline and 12,000-gallons of diesel fuel.

In addition, Phase 1 will include the two major right-in/right-out driveways, one off of Seventh Street and on off of Sanderson Avenue connecting to one another with the internal circulation system as a border around the Service Station.

Phase 2

Phase 2 includes the development of Parcels 2 and 3 and the northern most driveway which is proposed to have $\frac{3}{4}$ access (left-turn in, right-turn in/out). Parcel 2 is proposed as a 3,200-square-foot fast-food drive-through restaurant (MUP-18-07). Parcel 3 is proposed as 5,100-square-foot retail building divided into two lease spaces. The fast food drive-through is proposed at 2,500-square-feet with the attached retail space at 2,500-square-feet. (MUP-18-08). Tenants have not been secured for these buildings at this time, so the actual design of the buildings is not certain. However, the site plan does provide a layout that will work with the other buildings proposed on the site, providing the needed parking, landscaping and driveways/drive aisles.

Phase 3

Phase 3 includes the development of Parcels 4 and 5. Parcel 4 is proposed for a 26,500-square-foot retail building and Parcel 5 is proposed for a 16,900-square-foot retail building. As with Phase 2, tenants have not been secured for these buildings at this time, so the actual design of the buildings is not certain. However, the site plan does provide a layout that will work with the other buildings proposed on the site, providing the needed parking, landscaping and driveways/drive aisles.

Project Standards

The design of the Project has been compared against City standards as noted below.

DEVELOPMENT STANDARDS FOR THE PROPOSED CG ZONE						
	Required Permitted	Parcel 1	Parcel 2	Parcel 3	Parcel 4	Parcel 5
Parcel Area (Net) Minimum	5,000 sq. ft.				105,415.2 sq. ft.	121,532.4 sq. ft.
Parcel Area (Net) Minimum for Drive Through & Service Stations	12,000 sq. ft.	45,738 sq. ft.	21,344.4 sq. ft.	35,719.2 sq. ft.		
Parcel Width	50 ft.				253 ft.	314 ft.
Parcel Width for Drive Through & Service Stations	100 ft.	236 ft.	131 ft.	219 ft.		
Parcel Depth	100 ft.				401 ft.	Ranges from 367 ft. to 401 ft.
Parcel Depth for Drive Through & Service Stations	100 ft.	Ranges from 162 ft. to 196 ft.	162 ft.	162 ft.		
FAR (Maximum) Net	.40	.09	.12	.11	.25	.20
Building Size	Varies	5,640 sq. ft.	3,200 sq. ft.	5,100 sq. ft.	26,300 sq. ft.	16,500 sq. ft.
Building Height	45 ft.	Tenants have not been determined for these buildings, so architectural designs are not established. However, the buildings will not exceed 45-feet in height.				
Impervious Surface (Max)	85%	67%	68%	62%	61%	67%
Structure/Lot Coverage (Max)	50%	10%	13%	12%	25%	20%
Sanderson Avenue & Seventh Street Setback	25 ft. Landscape	25 ft.	25 ft.	25 ft.		26 ft.
Side Setback (Abutting Residential)	10 ft. Landscape			20 ft.	20 ft.	
Rear Setback (Abutting Residential)	15 ft. Landscape				57.5 ft.	57.5 ft.

Access

The Project, although five parcels, is being designed and built as a single commercial complex, as such access will be shared. A forty-foot wide, right-in/right-out

driveway access is proposed off of Seventh Street. This access feeds into and through the site, connecting with the forty-foot and thirty-foot driveways off of Sanderson Avenue. The forty-foot, right-in/right-out driveway off of Sanderson Avenue is generally between Parcels 1 and 2 and the thirty-foot, $\frac{3}{4}$ access (left-turn in, right-turn in/out) driveway off of Sanderson Avenue is generally located on the north side of the Project.

Parking

A total of 299 parking stalls are proposed where 249 parking stalls are required for the entire Project. The City's Development Code requires bicycle parking (short-term) at a ratio of ten percent of the required parking for each parcel. As well, the State's CalGreen Code requires five-percent of the required bicycle spaces must be long-term spaces. As well, two of the proposed uses are greater than 10,000-square-feet, and therefore, they are required to have one 10-foot by 25-foot loading space each. The Project will be conditioned to provide the required bicycle and loading parking spaces.

PARKING ANALYSIS			
Ratio (Gross Floor Area)	Calculation	Required	Provided
Parcel 1			
Convenience Store – 1:225 – plus 1 space for each employee on duty during heaviest traffic 8-hour shift	2,940/225	13 + 2 = 15	17
Parcel 2			
Fast Food #1 w/Drive-Through – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft.	2,000/200 + 1,200/60	10 + 20 = 30	36
Parcel 3			
Fast Food #1 w/Drive-Through – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft.	2,000/200 + 500/60	10 + 9 = 19	20
Retail – 1:250	2,600/250	11	16
Parcel 4			
Retail – 1:250	26,500/250	106	106
Parcel 5			
Retail – 1:250	16,900/250	68	104
Grand Total		249	299

Landscaping

Landscaping is proposed along the Project boundaries and throughout the parking lots. Much of the proposed landscaping will be used either as self-retaining or surface draining to self-treating BMP's along the street frontages. Water quality mitigation is proposed as a Master Water Quality Management Plan (WQMP) for the five parcels with the lettered Lots A & B, the frontage landscaping as common area.

CC&R's will be prepared, detailing parcel owner shared flow management throughout the site.

General Plan Amendment GPA-17-05

The applicant is requesting a General Plan Amendment to change the land use designation on the property from LDR – Low-Density Residential to CC – Community Commercial. The Community Commercial land use designation provides for a variety of retail and service-oriented business activities, including offices uses, at various intensities to serve the local community and population, as well as the broader market area. The maximum intensity of development is a FAR of 0.40, with an average intensity of a FAR of 0.25 (Figure B – General Plan).

The property is located at the intersection of Sanderson Avenue, an Urban Arterial, a six-lane roadway with a median, and Seventh Street, a Secondary roadway of four lanes. This location is advantageous for commercial development as a buffer between the busy roadways and residential uses.

Change of Zone ZC-17-04

The Project also includes the request for a zone change from RL – Residential, low to CG – Commercial General (Figure C – Zoning). The CG zone is applied to areas appropriate for general commercial and daily shopping needs of a broad market area. The CG zone may allow a wide range of retail sales and business, professional, and personal services that are accessible to transit corridors. This zone allows a maximum floor area ratio (FAR) of 0.40. The CG zone is consistent with the requested Community Commercial land use designation of the General Plan.

Tentative Parcel Map 37231

The proposed parcel map subdivides an existing 8.84-acre site, into five parcels and two lettered lots summarized in the table below. This proposed parcel map accommodates the proposed commercial development. (Figure F – Parcel Map 37231)

PM-37231 SUMMARY		
Parcel #	Size Sq. Ft. (Net)	Use
Parcel 1	61,689.6	Service Station w/Convenience Store/Beer and Wine Sales
Parcel 2	28,314.0	Fast Food w/Drive-Through
Parcel 3	46,173.6	Retail Building with two lease spaces and a Drive Through
Parcel 4	108,960.0	Retail Building
Parcel 5	87,555.6	Retail Building
Lot A	15,131.0	Landscaping
Lot B	14,072.0	Landscaping
Total	361,895.8 sq. ft. or 8.30 net acres	

Conditional Use Permit (CUP-17-07) – Convenience Store with Off-Sale Beer and Wine Sales and Findings for Public Convenience or Necessity and Service Station

Conditional Use Permit, CUP-17-07, is required to permit a service station with a convenience market with off-sale alcohol sales under a Type 20 Alcoholic Beverage Control (ABC) license. Also, included in the CUP review is the request that the City make findings of Public Convenience or Necessity (PCorN) to support the requested alcohol license type in Census Tract 435.17 which currently has three Off-sale licenses where three are permitted. Since the census tract is at its maximum concentration the addition of another Off-sale license requires PCorN findings.

The store will operate between 24-hours a day, seven days a week. The area proposed for the alcohol sales makes up 35-square-feet or less than 2% of the total square footage of the store space. Alcohol will be located in coolers, located in the rear of the store and on free standing display.

Under the CUP, a separation variance is requested to permit the sale of alcohol within 100-feet of residentially zoned properties.

Variance (VAR-18-03)

As previously discussed, this Project requires one variance, as follows:

Under CUP-17-07 case:

1. Parcel 1 – a separation variance to permit alcohol sales within 100-feet of residentially zoned properties.
2. Parcel 1 – a separation variance to permit alcohol sales within 600-feet of a City park (Ward Park).

Minor Use Permit (MUP-18-07) – Fast Food Restaurant with a Drive Through

This MUP is for the fast food restaurant with the Drive-Through lane on Parcel 2. As designed, the site meets all requirements for the use. Once a tenant has been secured architectural renderings, and a site plan in compliance with the conceptual design shown under this Project will be required for staff review and approval.

Minor Use Permit (MUP-18-08) – Fast Food Restaurant with a Drive Through

This MUP is for a Retail building with two tenants where one of the tenants will have a Drive-Through lane on Parcel 3. As designed, the site meets all requirements for the use. Once tenants have been secured, architectural renderings and a site plan, in compliance with the conceptual design shown under this Project will be required for staff review and approval.

- 15. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? if so, has consultation begun?** (Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.)

Consultation under AB 52 commenced on April 3, 2018. The 30-day response period ended on May 3, 2018. In addition, consultation under SB 18 commenced on April 3, 2018, with the 90-day response period ending on July 2, 2018. Information on the consultation process can be found in Appendix A of this Initial Study.

- 16. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

- a. Eastern Municipal Water District
- b. Riverside County Flood Control and Water Conservation District
- c. California Department of Alcoholic Beverage Control
- d. Southern California Edison
- e. Riverside County Environmental Health
- f. South Coast Air Quality Management District
- g. Statewide Construction General Permit

- 17. Other Environmental Reviews Incorporated by Reference in this Review:**

- a. General Plan as amended through October 19, 2012
- b. General Plan EIR April 2006
- c. General Plan EIR Addendum August 2012, GPA-1-12
- d. Riverside County DEIR No. 521

- 18. Other Technical Studies Referenced in this Initial Study:**

- a. Air Quality and Greenhouse Gas Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018
- b. General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018
- c. Report of Findings from Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2018
- d. Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016
- e. Preliminary Hydrology Study Tentative Parcel Map 37231, prepared by Blaine A. Womer Civil Engineering, April 10, 2018
- f. Noise Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018
- g. Volumes 1 & 2 – NEC Sanderson Avenue/Seventh Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and August 14, 2018

- h. Water Quality Management Plan Rancho Estudillo Plaza, prepared by Blaine A. Womer Civil Engineering, April 9, 2018

19. Acronyms:

ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AMSL -	Above Mean Sea Level
AQMP -	Air Quality Management Plan
CERCLIS -	Comprehensive Environmental Response, Compensation, & Liability Information System
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Home Owners' Association
HUSD -	Hemet Unified School District
IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LHMWD -	Lake Hemet Municipal Water District
LOS	Level of Service
LST -	Localized Significance Threshold
MSHCP -	Multiple Species Habitat Conservation Plan
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan

TRI -	Toxic Release Inventory
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Governments

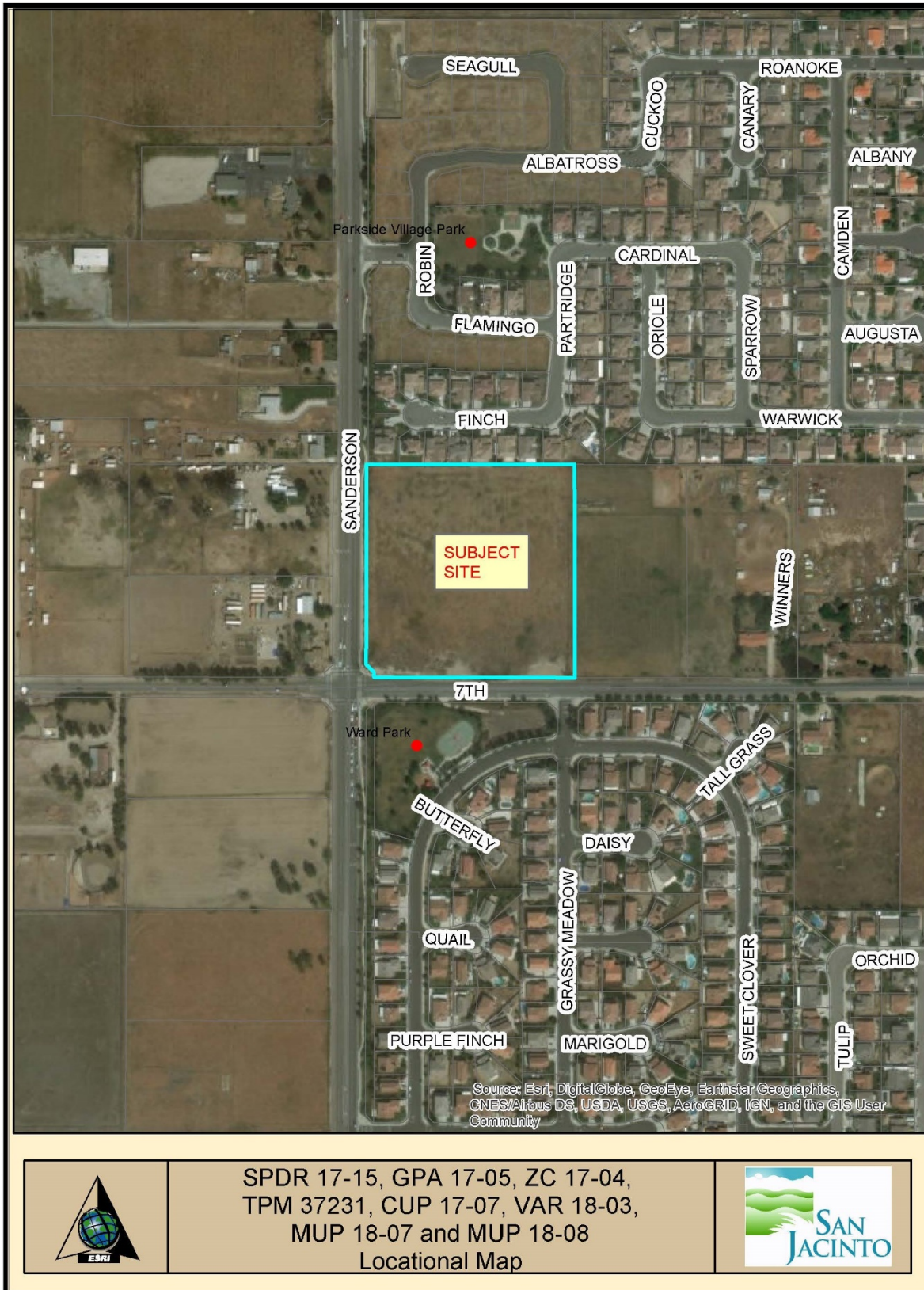


Figure A – Aerial Map

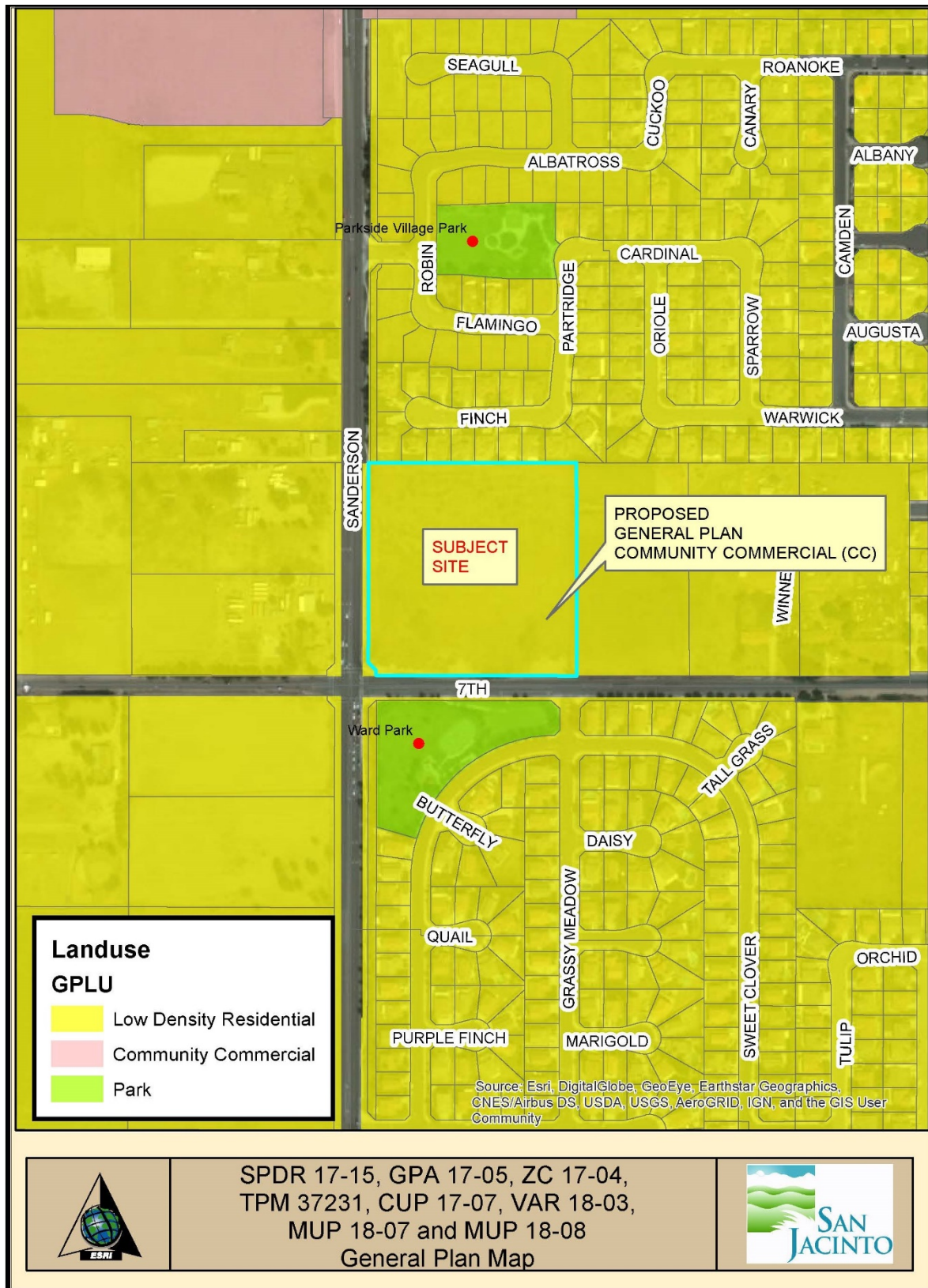


Figure B – General Plan



Figure C – Zoning

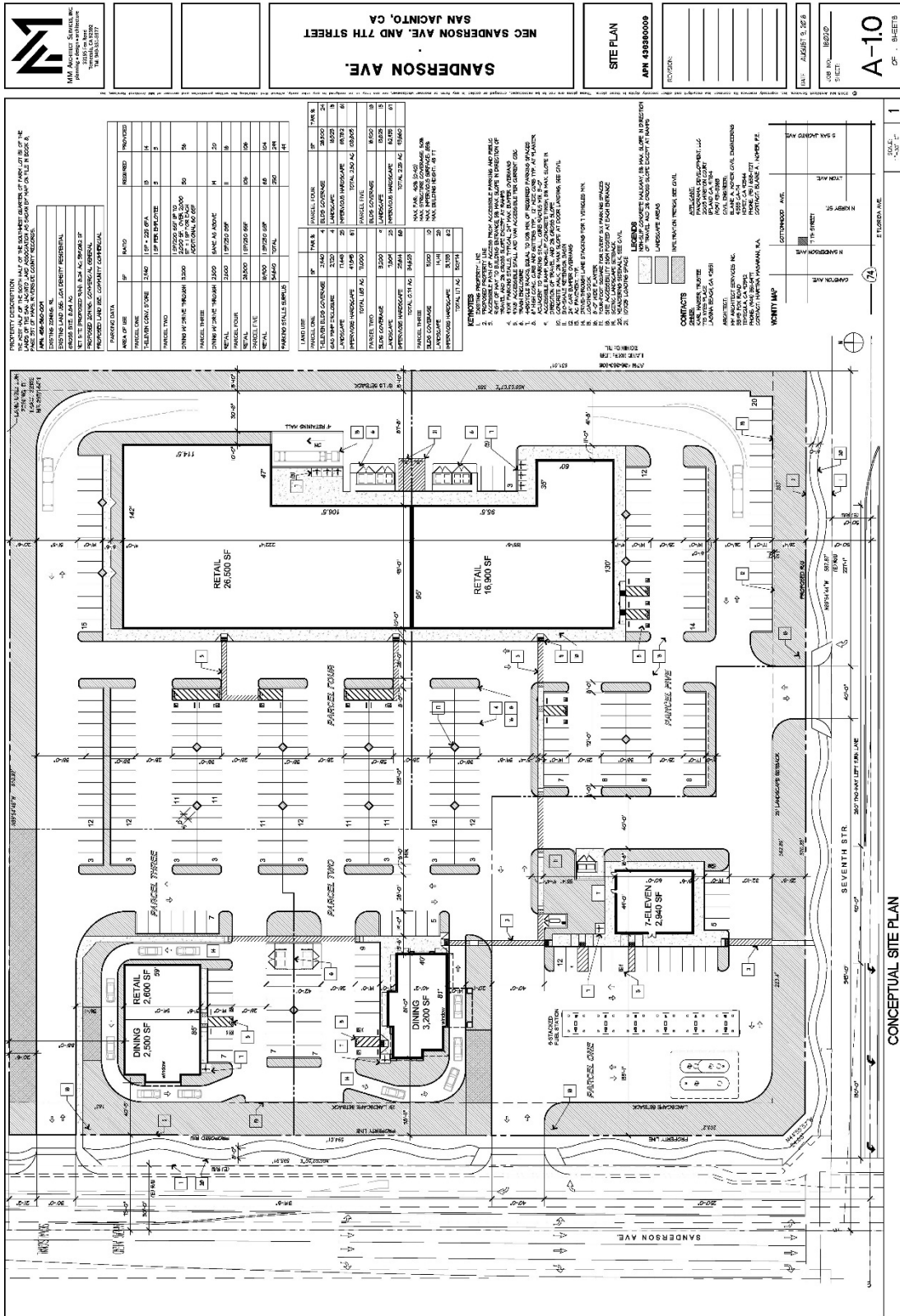
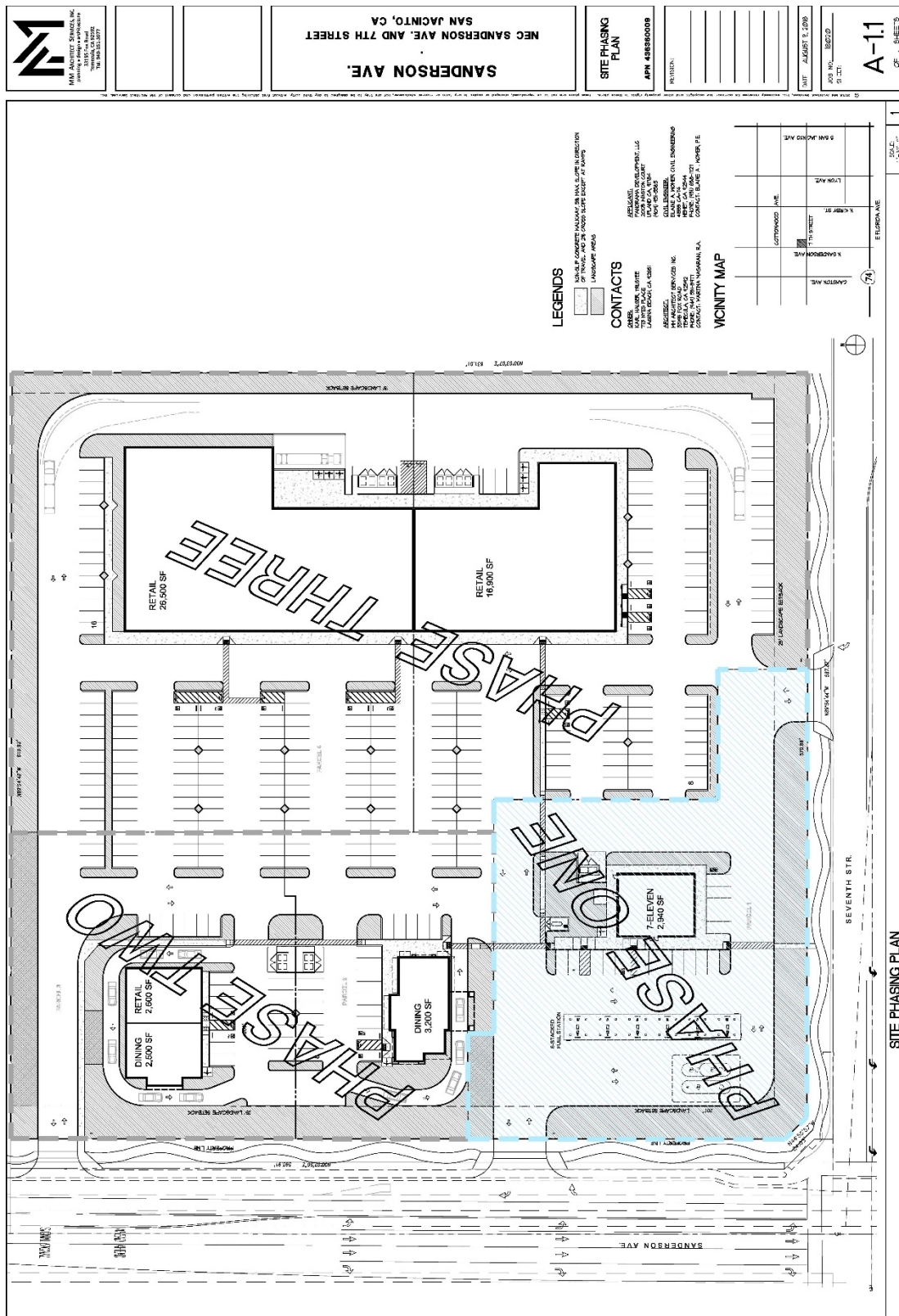
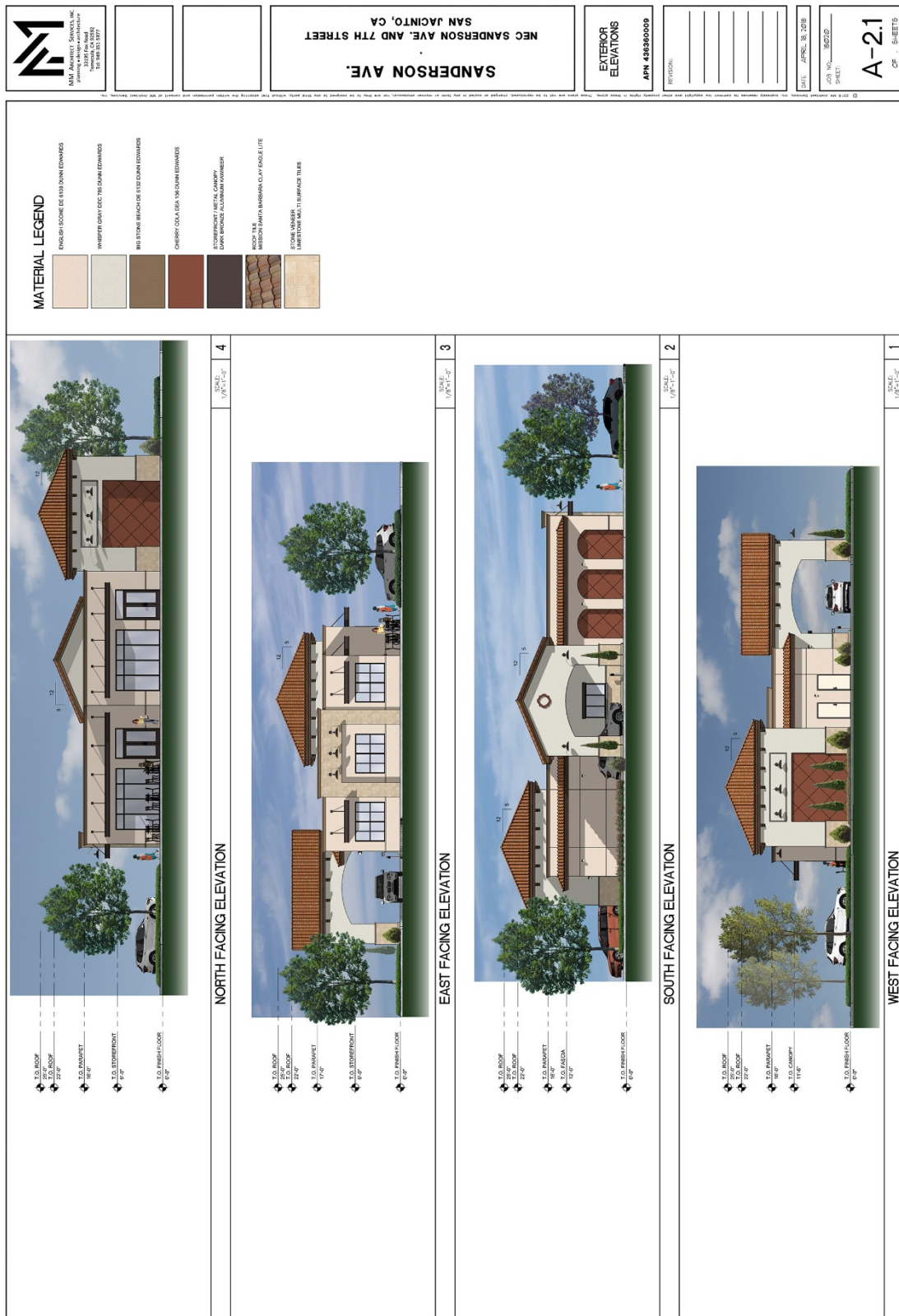


Figure D – Site Plan







ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture/Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input checked="" type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities/Service Systems |
| <input checked="" type="checkbox"/> 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
Travis Randel, Planning & Community Development Director

Printed Name

Date
City of San Jacinto

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) "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 another 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 (AND SUPPORTING INFORMATION SOURCES):	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; & General Plan EIR Figure 5.1-1 – Major Scenic Resources)</p> <p>San Jacinto's eastern and western borders are largely defined by steep sloping hillsides and ridge-lines on unincorporated lands surrounding the City associated with the San Jacinto Mountain Range. The City of San Jacinto itself also has several scenic vistas in the form of open space and agricultural lands. However, this Project is proposed along a developing urban corridor, and it will not impact these scenic vistas.</p> <p>The Project is located on the northeast corner of Sanderson Avenue and Seventh Street. This Project includes a Site Plan and Design Review (SPDR) process where the Project has been evaluated against City standards and has been found, as conditioned, to meet the standards. Therefore, the Project will have a less than significant impact, directly, indirectly, or cumulatively to scenic vistas.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-4 – Cultural Resources; Arts & Culture Element – Figure AC-1; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; General Plan EIR Figure 5.1-1 – Major Scenic Resource, City of San Jacinto Landscape Design Guidelines – Appendix One – Parkway & Median Master Plan; & Municipal Code Chapter 12.20 – Street Trees and Shrubs)</p> <p>No trees, rock outcroppings and/or historic buildings exist on the site, and no adopted scenic highway exists in San Jacinto. However, the City does recognize certain streets for distinctive design treatments in the City's Landscape Design Guidelines. Both Sanderson Avenue and Seventh Street are included in the Landscape Design Guidelines. This Project includes a Site Plan and Design Review (SPDR) process where the Project has been evaluated against the Landscape Design Guidelines and has been found, as conditioned, to meet the guidelines. Therefore, the Project will have a less than significant impact, directly, indirectly, or cumulatively, to scenic resources within a State scenic highway.</p>				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012, GPA-1-12)</p> <p>The Project is an appropriate use at this intersection of an Urban Arterial and Secondary roadway. The proposed commercial center will offer a buffer from the busy intersection and the residential to the north and east. As previously stated, this Project includes a Site Plan and Design Review (SPDR) process where the Project has been evaluated against the City's standards and has been found, as conditioned, to meet the standards. Therefore, the Project will have a less than significant impact, directly, indirectly, or cumulatively, on the existing visual character.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.300.080 – Outdoor Light & Glare; Riverside County Ordinance 655 – Regulating Light Pollution; & San Jacinto Valley Area Plan of the Riverside County General Plan)</p> <p>The City of San Jacinto is in Zone B of the Mount Palomar Observatory, located in San Diego County. Zone B is the area defined as a circular ring forty-five (45) miles in radius centered on Palomar Observatory. The Project site is 30.30 miles from Mount Palomar Observatory. As well, the City enjoys limited night sky impacts due to its rural nature. To preserve the night sky, lighting must be designed to limit leak spillage that may obstruct or hinder the view of the nighttime sky. To reduce impacts related to light pollution, the City requires that all developments introducing new light sources, or modifications to existing light sources, to shield all such devices. An exterior lighting plan shall be submitted to Design Review</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>staff for review and approval. A photometric study and manufacturer's cut sheets of all exterior lighting on the building, in the landscaped areas, and in the parking lot shall be submitted with the exterior lighting plan. All on-site lighting shall provide a minimum intensity of one foot-candle and a maximum intensity of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources shall be shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed twenty (20) feet in height, including the height of any concrete or other base material.</p> <p>The property is adjacent to residential uses on the north and east and across Sanderson Avenue, and Seventh Street on the west and east are additional residential uses. As such, light spillage could cause an impact to these residential uses. Therefore, Mitigation Measure MM AES-1 shall be applied to ensure light spillage does not impact the residential properties.</p> <p>In addition, with Mitigation Measure, MM AES-2 concerning the design of the buildings will also ensure that glare is not a potential issue. As designed, conditioned, and mitigated the impacts to the nighttime sky and the potential for glare will be less than significant with mitigation, directly, indirectly, and cumulatively.</p> <p>MM AES-1: Outdoor lighting shall maintain a minimum of one-foot candle illumination for all parking and pedestrian areas and shall not exceed one-half foot candle along property lines of the subject site. A photometric plan shall be submitted for Planning review and approval. The plan must include details such as beam spreads and/or photometric calculations, location and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties.</p> <p>MM AES-2: The design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone light colors with a low-reflectance. Any bare metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare.</p>				
II. AGRICULTURE AND FOREST RESOURCES – Would the project:				
<p>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.</p>				
<p>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? Or pursuant to the City of San Jacinto's General Plan (page RM-28), convert Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); 2014 Farmland Mapping and Monitoring Program Map, & Results of Phase I Environmental Site Assessment Proposed Commercial Development west of San Jacinto Avenue and Commonwealth Avenue, prepared by Sladden Engineering, September 14, 2017)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>A review of aerial photography dating back to 1966 indicates that this property was used for field crops. The property is currently vacant and annually disced. Figure RM-6 – Important Farmland of the General Plan shows the site designated as Prime Farmland.</p> <p><i>Prime Farmland is Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.</i></p> <p>The 2016 Farmland Map at the Department of Conservation shows the property designated as Urban and Built-up Land.</p> <p><i>Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water.</i></p> <p>Although the property is vacant, it is surrounded by developed land making the use of the property for field crops very difficult. A review of aerial photographs shows that farming has not occurred on the Project site since at least 2005. Surrounding development can make farming more difficult or costly due to conflicts between non-agricultural and agricultural activities. For example, residents may complain about noise, dust, odors, and low-flying aircraft used to dust or spray crops. Increased restrictions on agriculture processes and other aspects of encroachment on agricultural areas can lower productivity, increase costs, and otherwise impair agricultural operations. Given the property has not been used for agriculture in over thirteen years and the encroachment of surrounding development the proposed Project will have no impact, directly, indirectly, or cumulatively to farmland.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); & 2014 Farmland Mapping and Monitoring Program Map)</p> <p>The Project site is General Plan designated for low-density residential uses; however, the applicant is requesting a General Plan Amendment to the Community Commercial in a developing area. There are no Williamson Act contracts on the subject property. No agricultural uses are currently being operated in or around the subject property. Therefore, the Project will have no impact, directly, indirectly, or cumulatively, on zoning for agricultural use or on a Williamson Act contract.</p>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)</p> <p>In Southern California, including Riverside County and the City of San Jacinto, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the City of San Jacinto. In addition, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County including the City of San Jacinto. Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and the Project will have no impact, directly, indirectly, or cumulatively to forest land.</p>				
d) Result in the loss of forest land or conversion of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
forest land to non-forest use?				
Response: (Source: Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources) There is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have no impact , directly, indirectly or cumulatively to the loss of forest land or conversion of forest land to non-forest use.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); 2014 Farmland Mapping and Monitoring Program Map; & Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources) The Project request for a General Plan Amendment and Zone Change to commercial is consistent with the development of the area given the intersection of an Urban Arterial and Secondary roadway and, as discussed above will have no impact , directly, indirectly, or cumulatively to the conversion of Farmland to another use. As noted above, there is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have no impact , directly, indirectly or cumulatively.				
III. AIR QUALITY – Would the project:				
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.				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: South Coast Air Quality Management District's 2016 Air Quality Management Plan; Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, May 1, 2018) 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: <ol style="list-style-type: none"> (1) Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP. (2) Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase. Both criteria are evaluated in the following sections. <u>Criterion 1 - Increase in the Frequency or Severity of Violations</u> Based on the air quality modeling analysis contained in the Air Quality and Greenhouse Gas Impact Study, neither short-term construction impacts nor long-term operations will result in significant impacts based on the SCAQMD regional and local thresholds of significance.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Therefore, the proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP?

Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and 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 is currently zoned for low-density residential and through a General Plan Amendment and Zone Change would be rezoned as commercial. Upon the approval, the amendment and zone change would be consistent with the General Plan land use designation. 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 on the SCAQMD AQMP directly, indirectly, or cumulatively.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: (Source: Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, May 1, 2018)

Construction Air Quality Emissions Impact

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.

Regional Construction Emissions

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

Regional Significance - Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading						
On-Site ²	2.77	30.67	16.58	0.03	4.12	2.74
Off-Site ³	0.67	25.86	4.09	0.07	1.91	0.59
Total	3.44	56.53	20.67	0.10	6.03	3.33
Building Construction						
On-Site ²	2.68	23.39	17.58	0.03	1.50	1.41
Off-Site ³	0.71	5.11	5.62	0.02	1.36	0.40
Total	3.39	28.50	23.20	0.05	2.86	1.81
Paving						

ISSUES (AND SUPPORTING INFORMATION SOURCES):			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
On-Site ²	1.86	15.24	14.66	0.02	0.82	0.76
Off-Site ³	0.08	0.05	0.67	0.00	0.17	0.05
Total	1.94	15.30	15.33	0.02	0.99	0.80
Architectural Coating						
On-Site ²	27.85	1.84	1.84	0.00	0.13	0.13
Off-Site ³	0.10	0.07	0.84	0.00	0.21	0.06
Total	27.95	1.90	2.69	0.00	0.34	0.19
Total of overlapping phases⁴	33.28	45.70	41.21	0.07	4.19	2.80
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes:						
1 Source: CalEEMod Version 2016.3.2						
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.						

Localized Construction Emissions

The data provided in the table below shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a **less than significant local air quality impact** would occur from the construction of the proposed Project.

Localized Significance -- Construction

Phase	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM ₁₀	PM _{2.5}
Grading	30.67	16.58	4.12	2.74
Building Construction	23.39	17.58	1.50	1.41
Paving	15.24	14.66	0.82	0.76
Architectural Coating	1.84	1.84	0.13	0.13
SCAQMD Threshold for 25 meters (82 feet) or less²	234	1,100	7	4
Exceeds Threshold?	No	No	No	No
Notes:				
1 Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for two acres in Hemet/San Jacinto Valley Source-Receptor Area (SRA-28). The Project will disturb a maximum of 3 acres per day.				
2 The nearest sensitive receptors are located to the west and north of the Project site, however, according to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold.				

Operational Air Quality Emissions Impact

Regional Operational Emissions

The operations-related criteria air quality impacts created by the proposed Project have been analyzed through the use of CalEEMod model. The operating emissions were based on the year 2020, which is the anticipated opening year for the Project. The summer and winter emissions created by the proposed Project's long-term operations were calculated, and the highest emissions from either summer or winter are summarized in the table below.

Regional Significance – Unmitigated Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day) ¹					
	VOC	NOx	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources ²	1.29	0.00	0.04	0.00	0.00	0.00

ISSUES (AND SUPPORTING INFORMATION SOURCES):			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Energy Usage ³	0.07	0.64	0.54	0.00	0.05	0.05
Mobile Sources ⁴	8.09	49.14	44.80	0.14	7.71	2.18
Total Emissions	9.45	49.77	44.80	0.14	7.71	2.18
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No
Notes:						
¹ Source: CalEEMod Version 2016.3.2						
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.						

The table above provides the Project's unmitigated operational emissions. The table above shows that the Project does not exceed the SCAQMD daily emission threshold and **regional operational emissions are considered to be less than significant.**

Localized Operational Emissions

The table below 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 the table below 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.

Localized Significance – Operation Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM ₁₀	PM _{2.5}
Area Sources ²	0.00	0.04	0.00	0.00
Energy Usage ³	0.64	0.54	0.05	0.05
On-Site Vehicle Emissions ⁴	4.91	4.42	0.77	0.21
Total Emissions	5.55	5.00	0.81	0.26
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).

² Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.

³ Energy usage consists of emissions from the 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 adjacent to the west and north of the Project site, however, according to LST methodology, any receptor located closer than 25 meters should be based on the 25-meter threshold.

The table above indicates that the local operational emission would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project.

Furthermore, the Project includes the construction and operation of a convenience market with 12 fuel pumps. The fuel pump-portion of the Project will be permitted by SCAQMD, and fuel-related emissions will be regulated by the SCAQMD Rule 461 and be required to obtain a Permit to Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. As such, the Project will not be a source of toxic air contaminants or fugitive VOC emissions and sensitive receptors (located as close as approximately 185+ feet from the proposed gasoline fueling pumps) would

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>not be exposed to toxic sources of air pollution. The separating distance between the gas station and closest sensitive receptors is greater than the SCAQMD's minimum 50-foot separation.</p> <p>According to the ARB's: <i>Revised Emission Factors for Gasoline Marketing Operations at California Gasoline Dispensing Facilities (12/23/2013)</i>, both Phase I and Phase II EVR systems have a minimum 95.1% efficiency at capturing emissions. Emission inventory is based upon two (2) factors: 8.4 lbs of TOG per thousand gallons dispensed (lbs/kgal) and 0.74 lbs/kgal for Gasoline Dispensing Facilities with Phase II pre-EVR vapor recovery.</p> <p>These factors are based upon pre-EVR vapor recovery systems. Assuming a 95% vapor recovery rate, the majority of the emissions would be captured, and the additional VOCs that would potentially escape these mandatory recovery systems is anticipated to be relatively small. To fully understand the emissions, the estimated number of gallons per year would need to be provided. The Project's operational VOC emissions are 9.45 lbs/day. Even if an additional 9.45 lbs/day (<u>the uncontrolled [no ORVR or phase II] vehicle fueling emission factor for each 1,000 gallons pumped</u>) were added to the Project's operational VOC emissions), the emissions would still be well below the SCAQMD's operational threshold of significance of 55 lbs per day for VOC. The vehicle fueling emissions factor with ORVR and Phase II EVR in place is 0.021 lbs per thousand gallons. Both ORVR and Phase II EVRs are required per regulation in California, and the gas pumps at the Project site would have to pump over a million gallons of fuel per day to exceed the daily VOC threshold. Therefore, no additional analysis or mitigation is required to evaluate emissions for the storage tanks and fueling equipment.</p> <p>Therefore, the Project will not result in significant Localized Operational emissions.</p> <p>CO Hot Spot Emissions</p> <p>The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the Project increases the volume to capacity ratio by 2 percent, or 2) the Project decrease at an intersection from C to D.</p> <p>Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.</p> <p>The Project would generate a maximum of 5,032 trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout with cumulative projects would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed Project.</p> <p>Health Risk Assessment</p> <p>CARB (and CAPCOA) recommend a 50-foot separation between gas stations and sensitive receptors; therefore, the 185-foot separation should be more than adequate. Furthermore, the included (Appendix C of the Air Quality and Greenhouse Gas Impact Study) SCAQMD gasoline station HRA screening tables show that the Maximum Individual Cancer Risk (MICR) at residential receptors 50 meters from the fuel source would not even exceed 1.7 in a million (assuming that this is a regular gas station where the throughput would not exceed 1,000,000 gallons per year; which is a reasonable assumption given the size of the Project and number of pumps). Therefore, a Health Risk Assessment was not warranted.</p>				
c) Result in a cumulatively considerable net increase	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including re-releasing emissions which exceed quantitative thresholds for ozone precursors)?				
<p>Response: (Source: Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, May 1, 2018)</p> <p>Cumulative projects include local development as well as general growth within the Project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the project's air quality must be generic by nature.</p> <p>The Project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project does not exceed any of the thresholds of significance and therefore is considered less than significant.</p>				
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, May 1, 2018)</p> <p>As noted in Response 3 b) above, the operational emission rates would not exceed the LST thresholds for the Project. Therefore, the Project will have a less than significant impact on Localized Operational emissions.</p> <p>Construction-Related Toxic Air Contaminant Impact</p> <p>The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer, and noncancer health values, and the air modeling protocols needed to perform a health risk assessment (HRA) under the Air Toxics Hot Spots Information and Assessment Act of 1987. All substances that are evaluated for cancer risk and/or noncancer acute, 8-hour, and chronic health impacts. In addition, identify any multi-pathway substances that present a cancer risk or chronic noncancer hazard via non-inhalation routes of exposure.</p> <p>Given the relatively limited number of heavy-duty construction equipment and construction schedule, the proposed Project would not result in a substantial long-term source of toxic air containment emissions and corresponding individual cancer risk. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed Project. Therefore, no significant short-term toxic air containment impacts would occur during construction of the Project.</p>				
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics, May 1, 2018)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Construction</p> <p>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 to cease upon the drying or hardening of the odor-producing materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which is objectionable to some; however, emissions would disperse rapidly from the project site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor-producing materials being utilized, no significant impact related to odors would occur during construction of the proposed Project.</p> <p>Operational</p> <p>The fuel pump-portion of the Project will be permitted by SCAQMD, and fuel-related emissions will be regulated by the SCAQMD Rule 461, requiring a "Permit to Operate" from SCAQMD. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. As such, the Project will not be a source of toxic air contaminants, fugitive VOC emissions, or odors and sensitive receptors (located as close as approximately 245 feet from the proposed gasoline fueling pumps) would not be exposed to toxic sources of air pollution and a less than significant impact related to odors will occur under the operation of the proposed Project.</p>				
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)</p> <p>Natural Resources Assessment, Inc., (NRAI) conducted a biological assessment of the property 8.84-acre site on February 2, 2018. The field team evaluated the surrounding habitats, making notes on the general and sensitive biological resources present and taking representative photographs. The survey included focused habitat assessment surveys for species covered under the MSHCP survey requirements.</p> <p>Plant Communities</p> <p>The only plant community present on the property is composed of ruderal (weedy) non-native plants. A list of all plant species observed is provided in Appendix A of the General Biological Assessment.</p> <p>Wildlife</p> <p>Wildlife activity was limited. Bird species observed included Eurasian collared dove (<i>Streptopelia decaocto</i>), killdeer (<i>Charadrius vociferus</i>), house finch (<i>Passer domesticus</i>) and house sparrow (<i>Passer domesticus</i>).</p> <p>Both Botta's pocket gopher (<i>Thomomys bottae</i>) and Beechey's ground squirrel (<i>Spermophilus beecheyi</i>) were active on the property (Photo 3). No amphibian or reptile species were observed.</p> <p>A list of all wildlife species observed is provided in Appendix A of the Biological Assessment.</p>				

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<p>Burrowing Owl</p> <p>The burrowing owl (<i>Athene cunicularia hypugaea</i>) 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.</p> <p>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.</p> <p>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).</p> <p>The property 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.</p> <p>Burrowing owls need sparse shrubby habitat (such as grasslands and desert scrub) to provide food for their insect and other small prey items. The property does not contain any sparse shrubby habitats or similar grassland habitats preferred by this species. All Beechey ground squirrel burrows were occupied by ground squirrels. No sign of burrowing owl or burrowing owl use was observed. Most of the available habitat is highly disturbed.</p> <p>The burrowing owl is not resident on the property. However, there are active Beechey ground squirrel burrows that if abandoned may be suitable for burrowing owl over time; therefore, MM BIO-1 is required.</p> <p>The Project will have a less than significant impact with mitigation 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.</p> <p>MM BIO-1: Prior to any ground disturbance:</p> <ul style="list-style-type: none"> • A pre-construction burrowing owl breeding bird survey following the recommended guidelines of the MSHCP will be required to determine if nesting is occurring. • Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. • If the biologist is not able to verify one of the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. For the burrowing owl, the recommended distance is a minimum of 160 feet. <p>Mitigation requirements under the MSHCP are not clear for species, such as these, which are not within conserved areas for Criteria Cells. For the burrowing owl, it may be sufficient to passively relocate burrowing owls after nesting. If mitigation is required, a</p>				

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Determination of Biological Equivalent or Superior Preservation Plan (DBESP) must be prepared that includes suitable mitigation and project measures to ensure proper implementation of the mitigation.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)				
<p>Riparian/Riverine Areas</p> <p>Riparian/Riverine Areas are defined by the MSHCP as “lands which contain Habitat dominated by tress [sic], shrubs, persistent emergents, 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 all or a portion of the year”. The site is almost flat and has been disced for weed control on a regular basis. There are no riparian or riverine areas on the property.</p> <p>California Department of Fish and Wildlife</p> <p>The California Department of Fish and Wildlife (CDFW), through provisions of the State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. Lateral limits of jurisdiction are not clearly defined, but generally include any riparian resources associated with a stream or lake, CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream or lake as defined by CDFW.</p> <p>The probable former use of the property for agriculture (past common use in this part of San Jacinto), as well as the development of surrounding agricultural and residential development, has eliminated any drainage across the property. There are no waters or wetland habitats that would come under the jurisdiction of the CDFW.</p> <p>Therefore, the Project will have no impact on riparian or riverine areas.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)				
<p>Vernal Pools</p> <p>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</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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).</p> <p>The property is flat and heavily disturbed. The soil is unsuitable for the formation of vernal pools, being a sandy loam that is well-drained. The field team surveyed for vernal pools but the level of disturbance, soil type, and recent human activity eliminate the formation of vernal pools.</p> <p>Vernal Pool Fairy Shrimp</p> <p>Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) 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.</p> <p>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.</p> <p>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 USFWS.</p> <p>As described in the vernal pool section, the property 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.</p> <p>Riverside Fairy Shrimp</p> <p>Riverside fairy shrimp (<i>Streptocephalus woottoni</i>) 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.</p> <p>The Riverside fairy shrimp is known only from southern Orange and western Riverside and San Diego Counties. Ongoing farming and development in these areas have resulted in the loss and degradation of these habitats. Therefore, the USFWS has listed the Riverside fairy shrimp as endangered.</p> <p>As described in the vernal pool section, the property 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 Riverside fairy shrimp.</p> <p>Army Corps of Engineers</p> <p>The Corps regulates discharges of dredged or fill material into waters of the United States. These watersheds include wetlands and non-wetland bodies of water that meet specific criteria. The lateral limit of Corps jurisdiction extends to the Ordinary High-Water Mark (OHWM) and any wetland areas extending beyond the OHWM; thus, the maximum jurisdictional area is represented by the OHWM or wetland limit, whichever is greater.</p> <p>Corps regulatory jurisdiction pursuant to Section 404 of the Clean Water Act is founded on a connection or nexus between the water body in question and interstate (waterway) commerce. This connection may be direct, through a tributary system linking a stream channel with traditional navigable waters used in interstate or foreign commerce, or may be indirect, through a nexus identified in the Corps regulations.</p> <p>The probable former use of the property for agriculture (past common use in this part of San Jacinto), as well as the development of surrounding agricultural and residential development, has eliminated any</p>				

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<p>drainage across the property. There are no waters or wetland habitats that would come under the jurisdiction of the Corps.</p> <p>Regional Water Quality Control Board</p> <p>The Corps has delegated the authority for the use of 404 permits to each state. The use of a 404 permit in California is regulated by the State Water Resources Control Board (SWRCB) under Section 401 of the Clean Water Act regulations. The Board has authority to issue a 401 permit that allows the use of a 404 permit in the state, with authority in the state being vested in regional offices known as Regional Water Quality Control Boards (RWQCB).</p> <p>Under the Porter-Cologne Act of 2003, the SWRCB has extended its responsibilities to include impacts to water quality from non-point source pollution.</p> <p>In addition, the SWRCB has the responsibility to require that projects address groundwater and water quality issues, which would be evaluated as part of the geotechnical and hydrology studies. Their authority extends to all waters of the State (of California).</p> <p>The probable former use of the property for agriculture (past common use in this part of San Jacinto), as well as the development of surrounding agricultural and residential development, has eliminated any drainage across the property. There are no waters or wetland habitats that would come under RWQCB protection.</p> <p>Therefore, the Project will have no impact, directly, indirectly, and cumulatively on federally protected wetlands.</p>				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)</p> <p>Habitat Fragmentation and Wildlife Movement</p> <p>Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.</p> <p>The property is in an area already fragmented and is surrounded by paved roads, agriculture, and residential development. There are no 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. Therefore, the Project will have less than significant impact on habitat fragmentation and wildlife movement.</p> <p>Raptors, Migratory Birds, and Habitat</p> <p>Most of the raptor species (eagles, hawks, falcons, and owls) are experiencing population declines because 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</p>				

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<p>falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.</p> <p>Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals to kill, take, possess or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior Department (16 U. S. Code 703).</p> <p>Additional protection is provided to all bald and golden eagles under the Bald and Golden Eagle Protection Act of 1940, as amended. State protection is extended to all birds of prey by the CDFW Code, Section 2503.5. No take is allowed under these provisions except through the approval of the agencies or their designated representatives.</p> <p>There is no shrub or tree habitat suitable for nesting on the property. Ground-nesting habitat has been disturbed by discing for weed control. However, the presence of killdeer during the survey indicates that nesting habitat may be present for this species and other ground-nesting species and therefore, MM BIO-2 is recommended.</p> <p>The Project will not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites and is considered a less than significant impact with mitigation.</p> <p>MM BIO-2: Prior to any ground disturbance:</p> <ul style="list-style-type: none"> A breeding bird survey will be required to determine if nesting is occurring. Occupied nests will not be disturbed during the nesting season (February 1 through August 31) unless a qualified biologist verifies through non-invasive methods that either (a) the adult birds have not begun egg-laying and incubation; or (b) the juveniles from the occupied nests are foraging independently and are capable of independent survival. If the biologist is not able to verify one of the above conditions, then no disturbance shall occur during the breeding season within a distance determined by the qualified biologist for each nest or nesting site. This work can be done in conjunction with the burrowing owl survey. 				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)</p> <p>The Project will not conflict with any local policies or ordinances protecting biological resources; therefore, it will have no impact, directly, indirectly, or cumulatively.</p>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; Revised Biological Survey – Burrowing Owl and Narrow Endemic Species, prepared by</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Salem Engineering Group, Inc., April 3, 2017; Municipal Code Chapter 58 – Planning and Development; Article IV – Habitat Conservation; Municipal Code Chapter 31 – Multiple Species Habitat Conservation Plan Mitigation Fee; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)</i></p> <p>The subject property is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). As such, the Project will be conditioned for the payment of the MSHCP Development Mitigation Fee, which will mitigate potential impacts to MSHCP covered species, and the SKR fee.</p> <p>The Project site is not within the MSHCP Criteria Area, or adjacent to an MSHCP-designated Conservation Area, or within an SKRHCP Core Reserve, so no additional mitigation measures or provisions are required. The Project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.</p> <p>The Project will have a less than significant impact, directly, indirectly, and cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.</p>				
<p>V. CULTURAL RESOURCES – Would the project:</p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: <i>(Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2018)</i></p> <p>The results of an in-depth archaeological and historical records search for the Project area did not yield evidence of prehistoric or historic properties within the Project area. However, seventeen (17) cultural resources have been identified and recorded within a one-mile radius of the Project area. Therefore, archaeological monitoring by a Riverside County Certified archaeologist and a Native American Tribal Monitor is strongly recommended during all earth-moving activities (see MM CR-1 through MM CR-3).</p> <p>The Project will have a less than significant impact with mitigation, directly, indirectly, and cumulatively on any historical resource or archeological resource as defined in § 15064.5, or on any Tribal Cultural Resource as defined in Public Resources Code Section 21074.</p>				
<p><u>Prior to Any Earthmoving Activity</u></p> <p>MM CR 1: The developer shall retain a qualified archaeologist and a Native American Monitor to prepare an Archaeological Mitigation and Monitoring Plan (AMMP). The AMMP shall include the monitoring of all ground disturbing activities and shall include protocol for the mitigation and significance testing of inadvertent archaeological finds. The archaeologist shall draft the AMMP for the City and Soboba Band of Luiseño Indians review. Treatment and disposition information for tribal artifacts shall be referenced in the Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians.</p> <p>MM CR-2: 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 will establish provisions for tribal monitors.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Monitor During Any Earthmoving Activity</u>				
MM CR-3: In the event that any archaeological material is encountered during the monitoring, the archaeologist and Native American Monitor shall have the authority to halt and redirect earthmoving activities within 50-feet of the find, so that appropriate mitigation measures can be undertaken in order to test and evaluate the significance of the find in accordance with MM CR-1 .				
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2018)				
See response V a) above.				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2018)				
<p>The Records Search prepared for this site did not find any prehistoric sites identified on nearby properties. Nevertheless, grading could impact unknown resources, and the site is located in an area of High Sensitivity (High B) which is based on the occurrence of fossils at a specified depth below the surface. The category High B indicates that fossils are likely to be encountered at or below four feet of depth and may be impacted during excavation by construction activities. Therefore, the Project as currently designed would have a less than significant impact with mitigation, directly, indirectly, and cumulatively.</p>				
<u>Monitor During Any Earthmoving Activity</u>				
MM PALEO-1: If paleontological resources are encountered during demolition and/or 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, the developer shall provide adequate funding 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.				
d) Disturb any human remains, including those interred outside of formally dedicated cemeteries (see Public Resources Code, Ch. 1.75, §5097.98, and Health and Safety Code § 7050.5(b))?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2018)				
<p>No cemeteries or human remains are known to occur on-site, and it is unlikely that human remains will be uncovered during Project development. Implementation of mitigation measure MM CR 4 will assure that impacts will be less than significant with mitigation, directly, indirectly, or cumulatively.</p>				
MM CR-4: 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				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>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 is stopped near 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, Morongo Band of Mission Indians 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.</p>				
VI. GEOLOGY AND SOILS – Would the project:				
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.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p>The Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the Project site are associated with the San Jacinto-San Jacinto Valley Fault system located within a ½ mile of the site. The Project site is not located within any State of California or County of Riverside designated fault zone. The Project is likely to experience strong seismic shaking during the design life of the proposed Project. In general, the intensity of ground shaking will depend on several factors including the distance to the earthquake focus, the earthquake magnitude, the response characteristics of the underlying materials, and the quality and type of construction.</p> <p><u>Surface Rupture</u></p> <p>Surface rupture is expected to occur along preexisting, known active fault traces. However, a surface rupture could potentially splay or step from known active faults or rupture along unidentified traces. Based on Sladden’s review of Jennings (1994), CDMG (1980), Morton and Matti (2001) and RCPR (2016) known faults are not mapped on or projecting toward the site. In addition, no signs of active surface faulting were observed during their review of non-stereo digitized photographs of the site and site vicinity (Google, 2016; Terra Server 2002). Finally, no signs of active surface fault rupture or secondary seismic effects (lateral spreading, lurching, etc.) were identified on-site during their field investigation. Therefore, it is their opinion that risks associated with primary surface ground rupture should be considered "low."</p> <p><u>Ground Shaking</u></p> <p>The site has been subjected to past ground shaking by faults that traverse through the region. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the design life of the proposed Project. A probabilistic approach was employed to the estimate the peak ground acceleration (a_{max}) that could be experienced at the site. Based on the USGS Interactive Deaggregation (USGS, 2008) and shear wave velocity (V_{s30}) of 300 m/s (USGS, 2016a), the site could be subjected to ground motions on the order of 0.61g. The peak ground acceleration at the site is judged to have a 475-year return period and a 10 percent chance of exceedance in 50 years.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Based on this analysis, compliance with an approved Geotechnical report, California Building Code and SJMC Chapters 15.24 – Earthquake Hazard Reduction Code and Chapter 16.28 – Soils Report will ensure that risks associated with primary surface ground rupture should be considered "low." Therefore, the potential hazards associated with fault rupture and ground shaking are considered less than significant with mitigation, directly, indirectly, and cumulatively.</p> <p>MM GEO-1: The recommendations of the Geotechnical Report prepared by Sladden Engineering, shall be followed through site preparation and building construction. A Geotechnical Engineer shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surface after clearing, and placement, treatment, and compaction of fill material.</p>				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p>See response VI a) i) above.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p>Liquefaction is the process in which loose, saturated granular soil loses strength because of cyclic loading. The strength loss is a result of a decrease in granular sand volume and a positive increase in pore pressures. Generally, liquefaction can occur if all the following conditions apply: liquefaction-susceptible soil, groundwater within a depth of 50- feet or less, and strong seismic shaking.</p> <p>Riverside County reports that the liquefaction potential at this site is "moderate." However, groundwater data available at CDWR (2016) indicates groundwater depths greater than 100-feet below ground surface (bgs) in the vicinity of the site. Based on the depth of groundwater Sladden's opinion is that risk associated with liquefaction should be considered "low."</p> <p>Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required of all projects in the City. As well, implementation of MM GEO-1 will ensure all geotechnical issues are addressed. Therefore, impacts related to liquefaction and ground failure would be less than significant with mitigation, directly, indirectly, and cumulatively.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p>The site is located on the relatively flat ground and not immediately adjacent to any slopes or hillsides. Therefore, impacts related to landsliding and slope failure would be less than significant, directly, indirectly, and cumulatively.</p>				
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p>Erosion is a large-scale impact caused by human activity and disturbance of surface soil, wind, and water. Erosion cannot be eliminated altogether, although existing regulations such as the CBC (which includes erosion control measures and best management practices) and NPDES permit requirements can</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>reduce the potential impacts of erosion. No signs of erosion were observed during Sladden's field investigation conducted on October 27, 2016.</p> <p>The Project does propose to import approximately 22,000 cubic yards of soil. To ensure the imported soils meet all necessary geotechnical requirements the imported soil will require additional soils investigation.</p> <p>Adherence to state and local regulations will reduce impacts related to erosion to less than significant with mitigation, directly, indirectly, and cumulatively.</p> <p>MM GEO-2: Submit an updated geotechnical soils reports covering the imported soils to the site, to the Engineering Department for review and approval prior to issuance of a grading permit.</p>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p><u>Liquefaction</u> is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This sub-surface process can lead to near-surface or surface ground failure that can result in property damage and structural failure. If surface ground failure does occur, it is usually expressed as lateral spreading, flow failures, ground oscillation, and/or general loss of bearing strength. Sand boils (injections of fluidized sediment) can commonly accompany these different types of failure. See response VI a) iii) above.</p> <p><u>Collapsible Soils</u> are low-density, silty to very fine-grained, predominantly granular soils containing minute pores and voids. When saturated, these soils undergo a rearrangement of their grains and a loss of cementation, causing substantial, rapid settlement under even relatively light loads. A rise in the groundwater table or an increase in surface water infiltration, combined with the weight of a building or structure, can cause rapid settlement and consequent cracking of foundations and walls. Collapsible soils generally result from rapid deposition close to the source of the sediment where the materials have not been sufficiently moistened to form a compact soil.</p> <p><u>Subsidence</u> is the sinking of the land surface. Evidence of subsidence includes ground cracking and damage to roadways, aqueducts, and structures. Subsidence caused by excessive groundwater pumping is a common occurrence in areas of California where groundwater is pumped for agricultural and municipal wells.</p> <p><u>Landslides</u> are characterized by steep slopes.</p> <p>Due to the depth of groundwater, hazards resulting from liquefaction is negligible. A thin mantle of fill/disturbed soil was encountered to a depth of approximately three-feet below existing grade. Underlying the fill soil and extending to the maximum depth explored, native alluvium was encountered. Generally, the native granular materials consisted of silty sand (SM) interbedded with gravelly sand (SP), appeared dark brown in color, dry to moist, and loose to dense. Cohesive materials generally consisted of sandy and clayey silt (ML) that appeared olive-brown in color, moist to wet, and medium stiff to very stiff in consistency. Based on the results of Sladden's laboratory testing (EI=18), the materials underlying the site are considered to have a "very low" expansion potential. The expansion potential of the surface soil should be reevaluated after grading.</p> <p>Locally, no fissures or other surficial evidence of subsidence were observed at or near the subject site. However, site-specific effects resulting from long-term regional subsidence was beyond the scope of</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Sladden's investigation.</p> <p>Due to the presence of artificial fill soil and the loose conditions of the near-surface soil, remedial grading including over-excavation and re-compaction is recommended.</p> <p>Through adherence to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, San Jacinto Municipal Code, NPDES Permit Requirements) and MM GEO 1 and MM GEO 2 the impacts of unstable soils resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse will be less than significant with mitigation, directly, indirectly, and cumulatively.</p>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</p> <p><u>Expansive soils</u> contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.</p> <p>The California Building Code (CBC) 2016, Volume 2, Chapter 18, Division 1 Section 1803.2 mandates that special foundation design consideration is employed if the soil expansion Index is 20, or greater in accordance with Table 18-1-B. The methodology and scope for a geotechnical investigation are described in UBC Section 1803 and requires an assessment of a variety of factors, such as slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the potential for liquefaction. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions that are intended to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished through a combination of ground modification techniques (i.e., stone columns, reinforcing nail and anchors, deep soil mixing, etc.), selection of an appropriate foundation type and configuration, and use of appropriate building/foundation structural systems. Section 1804.5 Excavation, Grading, and Fill require the preparation of a geotechnical report where a building will be constructed on compacted fill.</p> <p>The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC), and currently applies to all structures being constructed in California. The national model codes are therefore incorporated by reference into the building codes of local municipalities. The CBC includes building design and construction criteria that take into consideration the State's seismic conditions.</p> <p>Expansion Index testing of select samples of soil was performed to evaluate the expansion potential of the materials underlying the site. Based on the results of the laboratory testing (EI=18). Accordingly, the risk of structural damage caused by volumetric changes in the subgrade soil is considered "very low." Therefore, the site shall be prepared in accordance with the recommendations of the Geotechnical Report (see MM GEO-1) and the imported soils will require further soils investigation (see MM GEO-2). With adherence to the UBC and IBC and recommendations of the Geotechnical Report impacts related to expansive soils will be less than significant with mitigation, directly, indirectly, and cumulatively.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic & Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 –</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; & Geotechnical Investigation Proposed Commercial Development NEC Sanderson Avenue & Seventh Street, prepared by Sladden Engineering, December 12, 2016)</i>				
The proposed Project will be served by the City of San Jacinto's sewer infrastructure. Therefore, the Project will have no impact , directly, indirectly, or cumulatively.				
VII. GREENHOUSE GAS EMISSIONS – Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Response: (Source: *Air Quality and Greenhouse Gas Study*, prepared by MD Acoustics, November 3, 2017; & *Memo from MD Acoustics*, February 19, 2018)

Construction Greenhouse Gas Emissions Impact

The greenhouse gas emissions from Project construction equipment and worker vehicles are shown in the Table below. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 20.44 metric tons of CO₂e per year. Annual CalE-EMod output calculations are provided in Appendix B of the Air Quality and Greenhouse Gas Impact Study, prepared by MD Acoustics for this Project.

Construction Greenhouse Gas Emissions

Activity	Emissions (MTCO ₂ e) ¹		
	Onsite	Offsite	Total
Grading	27.3	70.9	98.2
Building Construction ²	272.6	215.9	488.5
Paving	20.6	1.4	22.1
Coating	2.6	1.8	4.4
Total	323.1	290.0	613.2
Averaged over 30 years³	11	10	20.44
Notes: 1. MTCO ₂ e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, and nitrous oxide). 2. Building Construction is estimated to last less than a year. 3. The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD. * CalEEMod output (Appendix B of the Air Quality and Greenhouse Gas Study)			

Operational Greenhouse Gas Emissions Impact

Operational emissions occur over the life of the Project. The unmitigated operational emissions for the Project are 4,220.56 metric tons of CO₂e per year as shown in the table below. These emissions exceed the SCAQMD screening threshold for all land uses of 3,000 metric tons of CO₂e per year, and mitigation is required. Therefore, the **impact is less than significant with mitigation**, directly, indirectly, and cumulatively.

Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage ³	0.00	451.37	451.37	0.02	0.01	453.29
Mobile Sources ⁴	0.00	3,628.80	3,628.80	0.30	0.00	3,636.27
Solid Waste ⁶	28.53	0.00	25.53	1.69	0.00	70.68

ISSUES (AND SUPPORTING INFORMATION SOURCES):				Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Water ⁷	1.84	31.85	33.69	0.19	0.00	39.87	
Construction ⁸	0.00	16.62	16.62	0.00	0.00	20.44	
Total Emissions	30.38	4,128.65	4,156.03	2.19	0.01	4,220.56	
SCAQMD Draft Screening Threshold						3,000	
Exceeds Threshold?						Yes	
Notes:							
1 Source: CalEEMod Version 2016.3.2							
2 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.							
3 Energy usage consists of GHG emissions from electricity and natural gas usage.							
4 Mobile sources consist of GHG emissions from vehicles.							
5 Solid waste includes the CO ₂ and CH ₄ emissions created from the solid waste placed in landfills.							
6 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.							
7 Construction GHG emissions based on a 30-year amortization rate.							

The data provided in the table below shows that the proposed Project's mitigated emissions would be reduced to 2,967.21 MTCO₂e per year. As shown in the table, with the incorporation of mitigation measures **MM GHG-1** through **MM GHG-4**, the Project's emissions would no longer exceed the SCAQMD draft local agency tier 3 threshold of 3,000 MTCO₂e per year for all land use types. Therefore, the project's GHG emissions are considered to be **less than significant with mitigation**, directly and indirectly on the generation of greenhouse gases.

Opening Year Mitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year) ¹					
	Bio-CO ₂	NonBio-CO ₂	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ²	0.00	0.01	0.01	0.00	0.00	0.01
Energy Usage ³	0.00	450.10	450.10	0.02	0.01	452.01
Mobile Sources ⁴	0.00	2,437.02	2,437.02	0.26	0.00	2,443.63
Solid Waste ⁵	7.13	0.00	7.13	0.42	0.00	17.67
Water ⁷	1.48	27.02	28.50	0.15	0.00	33.45
Construction ⁸	0.00	16.62	16.62	0.00	0.00	20.44
Total Emissions	8.61	2,930.77	2,939.38	0.86	0.01	2,967.21
SCAQMD Draft Screening Threshold						3,000
Exceeds Threshold?						No
Notes:						
1 Source: CalEEMod Version 2016.3.2						
2 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.						
3 Energy usage consists 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.						

MM GHG-1: The Project applicant shall require that: all faucets, toilets, and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CalGreen Standards and that water-efficient landscaping practices are employed on-site.

MM GHG-2: The Project applicant shall require recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).

MM GHG-3: The Project applicant shall provide sidewalks that connect on and offsite.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MM GHG-4: The Project applicant will ensure that Energy Star appliances are used onsite, wherever appliances are required.				
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: Air Quality and Greenhouse Gas Assessment, prepared by MD Acoustics, November 3, 2017; & Memo from MD Acoustics, February 19, 2018)				
<p>The Project will be subject to the policies and ordinances pertaining to air quality and climate change stated in the City's General Plan. The City of San Jacinto is participating the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15% below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.</p> <p>As the City of San Jacinto does not currently have their own Climate Action Plan (CAP), and the goal of the Subregional CAP is to be consistent with AB-32 and the CARB Scoping Plan (based on the goals of AB-32), the Project has been compared to the applicable measures of the CARB Scoping Plan.</p> <p>The next table below details Project compliance with the applicable measures of the CARB Scoping Plan. As shown in the table, the Project complies with the goals of the Scoping Plan.</p> <p>Consistency with SB-32 and AB-32 SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:</p> <ul style="list-style-type: none">• 2010: Reduce greenhouse gas emissions to 2000 levels• 2020: Reduce greenhouse gas emissions to 1990 levels• 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels. <p>In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in 2012.</p> <p>Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32. Additionally, as the project meets the current interim emissions targets/thresholds established by SCAQMD (as described above), the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Project will be required to comply with these regulations as they come into effect.</p> <p>Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Impacts are considered to be less than significant, directly indirectly, and cumulatively.</p>				
CARB Scoping Plan Measure Project Comparison				
Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure			
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel, and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that is required to comply with the standards will comply with the strategy			
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency	Consistent. The project will be compliant with the current Title 24 standards.			

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.				
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.			
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.			
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.			
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, which became mandatory in the 2016 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.			
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.			
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project is part of the County's program for recycling and waste reduction and will assist in reaching the State's waste reduction goals.			
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances.			
1 Source: CARB Scoping Plan (2008)				
VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>Hazardous materials are highly regulated in California, including the methods in which they are transported, used, and stored. The proposed Project will be comprised of a convenience store, service station, retail space, fast food drive-throughs and parking areas. It will require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers will also be used on-site. The service station will be designed and operated consistent with City, County, State and Federal regulations pertaining to the underground storage and dispensation of flammable materials that including, but not limited to the following:</p> <ul style="list-style-type: none"> • 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements; • California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3; 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<ul style="list-style-type: none"> California Code of Regulations Title 27, Environmental Protection, as applicable; California Mechanical Code (CMC); California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety; Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and National Fire Protection Association (NFPA) Code Section 30a. <p>With adherence to all applicable regulations pertaining to the construction and operation of a service station containing below ground fuel storage tanks, as well as the regulation concerning all hazardous material handling the Project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site.</p> <p>The storing or dispensing of hazardous materials will be designed and operated consistent with all applicable City, County, State and Federal regulations and will be subject to routine inspection. Based on these factors, Project-related impacts associated with the transport or disposal of hazardous materials will be less than significant, directly, indirectly, or cumulatively.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>In addition to VIII a) above concerning the underground tanks and dispensing of fuel, the Project will not create hazards to the public through upset or accident, as through the construction process any hazardous materials will be handled, stored, and used in compliance with all Federal, State and City regulations.</p> <p>In addition to the underground fuel tanks, the Project will use various chemicals for routine housekeeping and landscaping purposes. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment if handled and maintained in compliance with City, State, and Federal regulations. Project-related impacts associated with the hazardous materials will be less than significant, directly, indirectly, or cumulatively.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>The Megan Cope Elementary School is approximately 2,260-feet from the closest point of the subject property. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all Federal, State and City regulations. As noted in VIII a-b) above, the Project will create convenience store, service station, car wash, retail space, tire store, fast food Drive-Through, and parking areas that will include underground fuel storage tanks and that will store and use various chemicals for routine housekeeping and landscaping purposes.</p> <p>Through compliance with City, County, State and Federal regulations the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools. Therefore less than significant impacts, directly, indirectly, or cumulatively to schools will occur.</p>				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012)</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>2012; CERCLIS Facility Information; Regulated Facilities in TRI Information; & DTSC EnviroStor Database Listed Sites)</p> <p>The subject property is not located on a site, which is included on a list compiled pursuant to Government Code Section 65962.3.</p> <p>Therefore, this Project will have no impact, directly, indirectly, or cumulatively regarding creating a significant hazard to the public or the environment.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)</p> <p>The City of San Jacinto is outside the Airport Influence Area for the Hemet-Ryan Airport and therefore, the Project would have no impact on this public airport, and there are no other private airports within two miles of the City.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)</p> <p>There are no private airports within two miles of the City, and therefore this Project will have no impact, directly, indirectly, or cumulatively resulting in a safety hazard.</p>				
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.</p> <p>Project access will be provided on Sanderson Avenue and Seventh Street. Sanderson Avenue and Seventh Street are existing streets within the City's established street system. The proposed Project will not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.</p> <p>The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in less than significant impacts, directly, indirectly, and cumulatively to adopted emergency response or evacuation plan</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; Figure 5.7-1 – Fire Hazards; & General Plan EIR Addendum August 2012)</p> <p>The Project site is not within a High Fire Hazards Area. The Project will not expose people or structures to significant risks associated with wildfires and therefore, no impact directly, indirectly, or cumulatively will occur.</p>				
IX. HYDROLOGY AND WATER QUALITY – Would the project:				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>The Project will have approximately 80% impervious surface area (i.e., asphalt, concrete, and rooftops). Water quality mitigation is provided through the use of on-site landscape self-retaining and landscape surface draining to the BMPs in the landscape setback areas along Sanderson avenue and Seventh Street (proposed Lettered Lots A & B). Stormwater quality mitigation is addressed in the Project Specific Preliminary Water Quality Management Plan, including sweeping plazas, sidewalks and parking lots regularly, dry weeping the fueling area routinely, and designing/maintaining landscaping to minimize irrigation and runoff.</p> <p>Pursuant to NPDES regulations, the City will require that the Project complies with existing Santa Ana RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.</p> <p>The City of San Jacinto is a Co-Permittee and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit adopted by the Regional Board on January 29, 2010. Since the Project is greater than one acre a Storm Water Pollution Prevention Plan (SWPPP) pursuant to California Regional Water Quality Control Board (RWQCB) Santa Ana Region - Order No. 00-65 and the City's MS4 permit (order no. R8-2002-0011 (NPDES No. CAS 618033) is required.</p> <p>Pursuant to Section 17.300.120 – Water Quality of the Municipal Code the Project will not be permitted to discharge any liquids into the public or private drainage system, or into the ground and applicable requirements and best management practices of RWQCB SWPPP and NPDES permits are required. Therefore, the Project will be designed for compliance with existing federal, state, and local water quality laws and regulations related to water quality standards will ensure a less than significant impact, directly, indirectly, and cumulatively to water quality and discharge</p>				
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>San Jacinto is located within the San Jacinto Groundwater Basin (Basin). The Basin underlies the cities of San Jacinto, Perris, Moreno, and Menifee Valleys in western Riverside County. The basin is bound by the San Jacinto Mountains to the north, San Timoteo Badlands to the northeast, the Box Mountains to the north and the Santa Rosa Hills and Bell Mountain to the south. The basin is transected by the San Jacinto fault zone creating groundwater barriers. The basin is primarily recharged through percolation in the San Jacinto River and associated tributaries.</p> <p>The Geotechnical Investigation did not encounter groundwater based on the exploratory bores. Groundwater level data from CDWR (2016) indicate that the site vicinity has been recorded in excess of 100 feet below ground surface (bgs) and accordingly groundwater should not be a factor</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>during construction.</p> <p>The Project proposes to connect to an 8-inch EMWD water line in Seventh Street and to the 12-inch EMWD water line in Sanderson Avenue. As well, the Project will connect to 15-inch EMWD sewer line in Sanderson Avenue. No new wells or additional water infrastructure are proposed. The Project will be designed for compliance with existing Federal, State, and local water quality laws and regulations related to groundwater and will have less than significant impact on groundwater supplies, directly, indirectly, and cumulatively.</p>				
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>There are no natural drainages on the Project site; the Project will not alter any existing drainage patterns. Stormwater mitigation for this Project includes using much of the proposed landscaping as either self-retaining or surface draining to self-treating BMP's along the street frontages. Water quality mitigation is proposed as a Master Water Quality Management Plan (WQMP) for the five parcels with the lettered Lots A & B, the frontage landscaping as common area. CC&R's will be prepared, detailing parcel owner shared flow management throughout the site.</p> <p>The implementation of BMPs required by the City and implemented through the Project's Water Quality Management Plans will mitigate potential erosion impacts to less than significant, directly, indirectly, and cumulatively.</p>				
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>In addition to Response IX c) above, the design and implementation of these facilities will be reviewed and approved by the City Engineer to assure compliance with all applicable local, State, and Federal standards.</p> <p>Implementation of these and other applicable requirements will assure that drainage and stormwater will not create or contribute water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project will have a less than significant impact, directly, indirectly, or cumulatively to the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service;</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>See Response IX c) & d) above.</p>				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>As described throughout this section IX, the Project will be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, the Project will be connected to the sewer system and on-site/off-site stormwater conveyance system. Project-related water quality degradation impacts will be less than significant, directly, indirectly, and cumulatively.</p>				
g) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 06065C1470G, August 28, 2008; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>The Project site is not located within a 100-year mapped flood zone (FEMA Flood Insurance Rate Map No. 06065C1470G (August 28, 2018)). The Project would redirect on-site drainage patterns; however, it would not impede or redirect flood flows. As referenced, all drainage would be managed to ensure pre-construction flows off-site are maintained. The Project would not expose people or structures to flood hazards from severe storm events.</p> <p>Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a less than significant flood hazard impact, directly, indirectly, and cumulatively.</p>				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 06065C1470G, August 28, 2008; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>As noted in IX g) above, the Project site is not in the 100-year floodplain and will not place structures in an area that would impede or redirect flows. Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a less than significant flood hazard impact, directly, indirectly, and cumulatively.</p>				
i) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 06065C1470G, August 28, 2008; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>The subject property does not lie within an area of dam or levee inundation. Therefore, impacts from dam and levee inundation to the subject property are not significant, directly, indirectly, and cumulatively.</p>				
j) Expose people or structures to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 6065C1470G, August 28, 2008; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p><u>Seiche</u> is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.</p> <p><u>Tsunami</u> is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.</p> <p><u>Mudflows</u> (or debris flows) are rivers of rock, earth, and other debris saturated with water. They develop when water rapidly accumulates in the ground, such as during heavy rainfall or rapid snowmelt, changing the earth into a flowing river of mud.</p> <p>The Project site is not located near any bodies of water, is located inland, and is not located adjacent to hillsides; therefore, there will be no impacts, directly, indirectly, and cumulatively on structures caused by a seiche or tsunami.</p> <p>Standard erosion-prevention practices during grading and the lack of over-steepened slopes near existing development will result in a less than significant impact, directly, indirectly, and cumulatively related to mudflow hazards.</p>				
X. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>The proposed Project will develop a convenience store, service station, retail, fast food drive-through, and parking lot on a relatively flat, undeveloped site. The Project will be consistent with the requested General Plan designation for the site. The site is located in an area where commercial development is advantageous, on the corner of a busy intersection and will provide a buffer from the intersection for the surrounding residential uses. The proposed Project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. Therefore, a less than significant impact either directly, indirectly, or cumulatively will occur to an established community.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>The site is designated as LDR – Low-Density Residential in the City's General Plan and the applicant is requesting the CC – Community Commercial General Plan designation for consistency with the requested</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
CG – Commercial General Zoning which is consistent with this land use designation. Although, the Project will result in a change to the General Plan land use designation the proposal is consistent with policies and regulations established in the General Plan and Zoning Ordinance. In particular Land Use Policies, 2.7 and 4.3 supporting locating commercial land uses along major circulation routes and including Sanderson Avenue. Therefore, a less than significant impact , directly, indirectly, or cumulatively to any land use plans or zoning will occur.				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; Revised Biological Survey – Burrowing Owl and Narrow Endemic Species, prepared by Salem Engineering Group, Inc., April 3, 2017; Municipal Code Chapter 58 – Planning and Development; Article IV – Habitat Conservation; Municipal Code Chapter 31 – Multiple Species Habitat Conservation Plan Mitigation Fee; & General Biological Assessment – Panorama Properties Development, prepared by Natural Resources Assessment, Inc., March 21, 2018)</p> <p>The subject property is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). As such, the Project will be conditioned for the payment of the MSHCP Development Mitigation Fee, which will mitigate potential impacts to MSHCP covered species, and the SKR fee.</p> <p>The Project site is not within the MSHCP Criteria Area, or adjacent to an MSHCP-designated Conservation Area, or within an SKRHCP Core Reserve, so no additional mitigation measures or provisions are required. The Project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.</p> <p>The Project will have a less than significant impact, directly, indirectly, and cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.</p>				
XI. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>According to the California Geological Survey Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system, the City of San Jacinto has been classified as MRZ-1. MRZ-1 are areas where geologic information indicates no significant mineral deposits are present. Therefore, implementation of the Project will have no impact on mineral resources.</p>				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>The Project site is not delineated for mineral resources on a local general plan, specific plan or other land use plan and will, therefore, have no impact, directly, indirectly, and cumulatively to the availability of important mineral resources.</p>				
XII. NOISE – Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Control; Noise Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018)</i></p> <p>dBA = A-weighted sound level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.</p> <p>Leq = Equivalent Sound Level – the sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.</p> <p>CNEL = Community Noise Equivalent Level – the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 p.m. and after addition of ten (10) decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.</p> <p>Study Method and Procedure</p> <p>Noise measurements were taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:</p> <ul style="list-style-type: none"> • Locations expected to receive the highest noise impacts, such as the first row of houses • Locations that are acoustically representative and equivalent of the area of concern • Human land usage • Sites clear of major obstruction and contamination <p>MD Acoustics conducted the sound level measurements in accordance with CalTrans technical noise specifications. All measurements equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).</p> <p>Short-Term Noise Measurement Locations</p> <p>Noise monitoring locations were selected based on the distance of the Project's stationary noise sources to the nearest sensitive on-site receptors. Short-term noise measurements were conducted near the northeastern and southeastern corners of the Project site and represent ambient levels at the site. Appendix A in the Noise Impact Study includes photos, field sheet, and measured noise data. The following exhibit illustrates the location of the measurements.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Measurement Locations Exhibit

*Tentative Parcel Map No. 37231 – Ranch Estudillo Plaza
Noise Impact Study
City of San Jacinto, CA*

Exhibit D

Measurement Location



16

Federal Highway Administration (FHWA) Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes and percentages correspond to the Level of Service C (LOS C) conditions, or about 75% of buildout capacity and roadway classification. The referenced traffic data was applied to the model and is in Appendix B of the Noise Impact Study.

SoundPLAN Model

SoundPLAN (SP) acoustical modeling software was utilized to model traffic noise level projections and future worst-case Project operational noise impacts (stationary noise sources) to the on-site and nearest off-site sensitive receptors.

SP is capable of evaluating multiple stationary noise sources and transportation noise impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and FHWA calculations) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using reference sound level data for the proposed loading and unloading area and peak hour trip generation data for the proposed parking lots. Noise associated with loading/unloading include but not limited to idling trucks, exhaust and engine noise, starting engine noise, back-up alarms, breaking and rolling doors. Noise associated with loading/unloading can reach peak levels of 70 dBA at 50 feet from the source. Noise associated with parking lots include but are not limited to idling cars, doors closing, and starting engine noise. Noise levels associated with parking lots can reach peak levels of 80 dBA at 3 feet from the source. Modeling input and output assumptions are indicated in Appendix C of the Noise Impact Study.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact					
FHWA Roadway Construction Noise Model									
The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the Project site.									
The Project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete and building phases of construction. The following assumptions relevant to short-term construction noise impacts were used:									
<ul style="list-style-type: none">It is estimated that construction will occur over a 1-year time period. Construction noise is expected to be the loudest during the grading, concrete, and building phases.									
Existing Noise Environment									
An ambient noise measurement was conducted at the site to determine the existing baseline levels. Noise measurement data indicates that traffic noise propagating from Sanderson Avenue and Seventh Street are the primary sources of noise impacting the site and surrounding areas.									
Short-Term Noise Measurement Results									
The results of the short-term noise data are presented in the table below.									
Short-Term Noise Measurement Data (dBA)¹									
Location	Date	Start Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
Location 1	4/13/2018	2:30 PM	64.0	81.0	40.0	71.0	67.0	64.0	52.0
Location 2	4/13/2018	2:47 PM	61.1	71.6	42.0	68.8	66.5	61.9	54.7
Location 3	4/13/2018	3:22 PM	47.0	55.9	38.6	51.8	50.2	48.1	45.9
Notes:									
¹ . Measurements were taken over a ten-minute interval. Measurement locations are indicated in the Measurement Locations Exhibit.									
The existing ambient levels ranged from 47.0 to 64.0 dBA, Leq with maximum levels reaching 81.0 dBA.									
Future Noise Environment Impacts and Mitigation									
The Noise Study analyzes future noise impacts to and from the Project and compares the results to the City's Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadways and from on-site stationary noise sources.									
Noise Impacts to On/Off-Site Receptors Due to Project Generated Traffic									
A worst-case Project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference with and without Project conditions. In addition, the noise contours for 60, 65 and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed Project on the nearby roadways were calculated for the following scenarios:									

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Existing Year (Plus Project): This scenario refers to existing year + project traffic noise conditions.

The tables below compare 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 a perceptible difference. As demonstrated in the tables, the Project is anticipated to change the noise 0.1 to 1.3 dBA CNEL. Although there is a nominal increase along these two roadways, the proposed increase would still be below the 65 dBA CNEL residential standard at any off-site receptors. As shown in the tables, the Existing Plus Project 65 dBA contour would extend an additional 3-feet from the centerline for the Sanderson Avenue and 7-feet from the centerline of Seventh Street. All existing residences are located behind existing barriers and/or are located outside the 65 dBA contour.

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 proposed sensitive receptor would be 65 dBA CNEL or less, and the change in noise level is less than three dBA. No further mitigation is required.

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
Sanderson Avenue	North of 7th Street	76.6	137	295	635	1,368
7th Street	East of Sanderson Avenue	65.6	24	52	111	239

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
Sanderson Avenue	North of 7th Street	76.7	140	302	651	1,402
7th Street	East of Sanderson Avenue	66.9	31	67	144	310

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
Sanderson Avenue	North of 7th Street	76.6	76.7	0.1	No
7th Street	East of Sanderson Avenue	65.6	66.9	1.3	No

Notes:

¹ Exterior noise levels calculated at 5 feet above ground level.

² Noise levels calculated from the centerline of the subject roadway.

Noise Impacts to Off-Site Receptors Due to Stationary Sources

Sensitive receptors that may be affected by Project operational noise include adjacent land uses to the north and west. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. The majority of Project operations are assumed to occur within the City's allowable daytime (7 a.m. to 10 p.m.) hours. Worst-case nighttime assumes only the gas station and fast food restaurants with drive-throughs will operate beyond 10 p.m.

A total of thirteen (13) sensitive receptors were modeled to accurately evaluate the proposed Project's operational noise impact. A receptor is denoted by a green or yellow dot.

This study compares the Project's operational noise levels to two (2) different scenarios: 1) Project Only

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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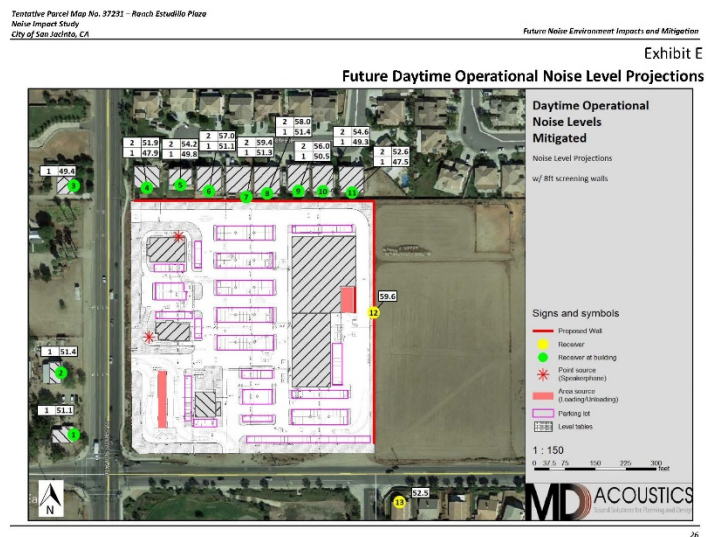
operational noise level projections and, 2) Project plus ambient noise level projections.

Project Operational Noise Levels

Exhibits F and H show the Project only daytime and nighttime operational noise levels at the property lines and/or sensitive receptor areas. Exhibit G and I illustrate the “project only” noise contours (daytime and nighttime) at the Project site and illustrates how the noise will propagate at the site. Daytime operational noise levels are anticipated to range between 47.5 to 59.6 dBA Leq at the receptors R1 through R13. Nighttime operational noise levels are anticipated to range between 33.0 to 47.0 dBA Leq at the receptors R1 through R13.

The “project only” daytime noise projections to the residential and adjacently zoned residential land use are below the City’s 65 dBA daytime limit as outlined within the Allowable Exterior Noise Level Table in the Noise Impact Study.

The “project only” nighttime noise projections to the residential units are below the City’s 45 dBA nighttime residential limit with the exception at 2nd-floor residential uses (R6 and R7). The noise exceeds the City’s noise criterion due to fast food restaurant operations and drive-thru speakers and therefore said speakers and/or operations would require mitigation to lower the noise levels below the City’s noise criterion during nighttime operations.



ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

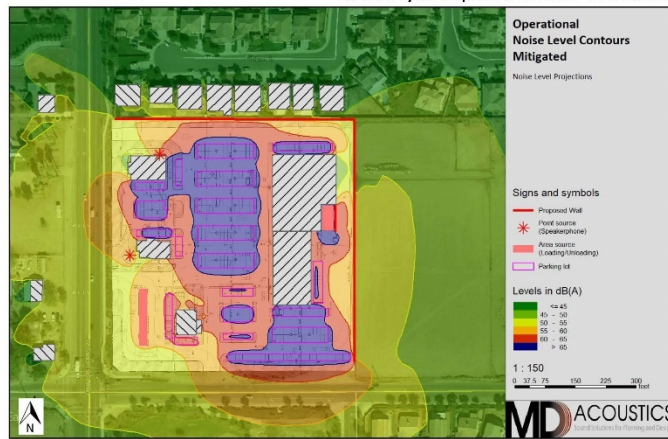
No Impact

Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza
Noise Impact Study
City of San Jacinto, CA

Future Noise Environment Impacts and Mitigation

Exhibit F

Future Daytime Operational Noise Level Contours

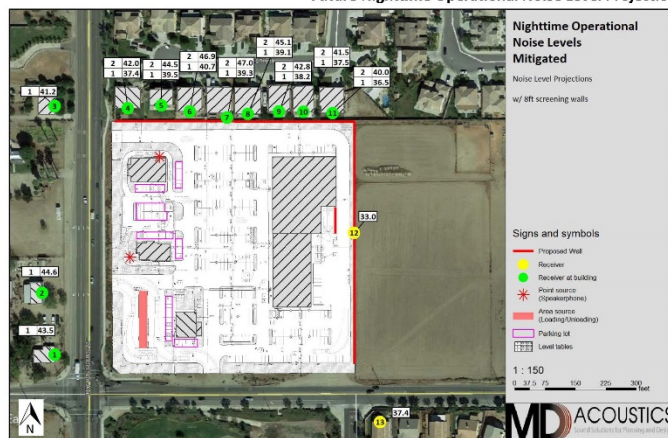


Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza
Noise Impact Study
City of San Jacinto, CA

Future Noise Environment Impacts and Mitigation

Exhibit G

Future Nighttime Operational Noise Level Projections



ISSUES (AND SUPPORTING INFORMATION SOURCES):

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

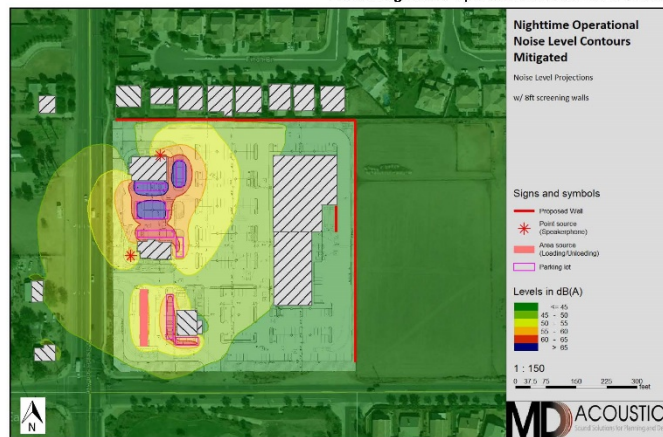
No Impact

Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza
Noise Impact Study
City of San Jacinto, CA

Future Noise Environment Impacts and Mitigation

Exhibit H

Future Nighttime Operational Noise Level Contours



Project Plus Ambient Operational Noise Levels

The table below demonstrates the Project plus ambient noise levels. Project plus ambient noise level projections are anticipated to range between 50.3 to 64.4 dBA Leq at the receptors R1 through R13. The noise projections to the adjacent residences are below the City's 65 dBA daytime limit.

Worst-case Predicted Daytime (7 AM – 10 PM) Operational Noise Levels (dBA)

Receptor ¹	Floor	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Daytime (7AM - 10PM) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	1	64.0	51.1	64.2	65.0	0.2
2	1		51.3	64.2		0.2
3	1		49.4	64.1		0.1
4	1		47.9	64.1		0.1
	2		51.9	64.3		0.3
5	1		49.8	64.2		0.2
	2		54.2	64.4		0.4
6	1	47.0	51.1	52.5		5.5
	2		57.0	57.4		10.4
7	1		51.3	52.7		5.7
	2		59.4	59.6		12.6
8	1		51.4	52.7		5.7
	2		58.0	58.3		11.3
9	1		50.5	52.1		5.1
	2		56.0	56.5		9.5
10	1		49.3	51.3		4.3
	2		54.6	55.3		8.3
11	1		47.5	50.3		3.3
	2		52.6	53.7		6.7
12	1	61.1	59.6	59.8		12.8
13	1		52.5	61.7		0.6

Notes:

1. Receptors 1 thru 13 represent residential uses or potential residential uses.

2. NM location 1 Baseline Ambient level was used for receptors 1-5, NM location 2 was used for receptors 6-12, NM location 3 for receptors 13.

3. See Exhibit F for the operational noise level projections at said receptors.

In addition, the above table provides the anticipated change in noise level as a result of the proposed Project during daytime operable conditions. As shown in the table above, the daytime operational noise levels will result in a change of 0.1 to 12.6 dBA at the various sensitive receptors. Depending on the receptor location, the change in the noise level has the potential to be clearly noticeable. Although the change

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in noise level is may be clearly noticeable, the Project will be below the City's allowable daytime limit, and therefore the impact would be considered less than significant with mitigation. To ensure compliance with the City's daytime noise standard, the Project shall implement an 8-foot tall wall along the northern and eastern property line. In addition, drive-through speaker phones shall utilize automated volume control systems (AVC).

The table below demonstrates the Project plus ambient average noise level during proposed nighttime operable hours. The Project plus ambient noise level projections are anticipated to range between 42.5 to 59.2 at the receptors 1 through 13. In many cases (with the exception of receptors 6 through 12) the ambient condition exceeds the City's 45 dBA nighttime limit.

Worst-case Predicted Daytime (10 PM – 7 AM) Operational Noise Levels (dBA)

Receptor ¹	Floor	Existing Ambient Noise Level (dBA, Leq) ²	Project Noise Level (dBA, Leq) ³	Total Combined Noise Level (dBA, Leq)	Nighttime (10PM - 7AM) Stationary Noise Limit (dBA, Leq)	Change in Noise Level as Result of Project
1	1	59.0	43.5	59.1	45.0	0.1
2	1		44.6	59.2		0.2
3	1		41.2	59.1		0.1
4	1		37.4	59.0		0.0
	2		42.0	59.1		0.1
5	1	42.0	39.5	59.0		0.0
	2		44.5	59.2		0.2
6	1		40.7	44.4		2.4
	2		46.9	48.1		6.1
7	1		39.3	43.9		1.9
	2		47.0	48.2		6.2
8	1		45.1	46.8		4.8
	2		39.1	43.8		1.8
9	1		38.2	43.5		1.5
	2		42.8	45.4		3.4
10	1		37.5	43.3		1.3
	2		41.5	44.8		2.8
11	1		36.5	43.1		1.1
	2		40.0	44.1		2.1
12	1		33.0	42.5		0.5
13	1	56.1	37.4	56.2		0.1

Notes:

¹. Receptors 1 thru 13 represent residential uses or potential residential uses.

². NM location 1 Baseline Ambient level was used for receptors 1-5, NM location 2 was used for receptors 6-12, NM location 3 for receptors 13. A 5-dBA reduction was applied to the ambient noise readings to represent nighttime noise levels.

³. See Exhibit G for the operational noise level projections at said receptors.

Since the ambient condition already exceeds the City's 45 dBA nighttime limit, the noise must not further increase the levels above the existing condition. Receptors 1 through 5 would experience a nominal change in the existing ambient condition (0.0 to 0.2 dBA). The change in noise level would be a negligible amount, and the impact would be considered less than significant with mitigation. It takes a three dBA change in noise level to just perceive a difference.

Receptors 6 through 12 would experience an increase of clearly perceptible change in noise level (0.5 to 6.2 dBA), and the change would be significant and above the City's 45 dBA limit. The change would be most noticeable at 2nd story units. The main contributor to the noise exceedance at said receptors is as a result of potential fast-food drive-through operations and not the gas station/convenience store. Therefore, mitigation measures are required for the fast-food to ensure compliance with the City's nighttime noise ordinance.

Receptor 13 would experience a nominal change in the existing ambient condition (0.1 dBA). The change would be a negligible amount. The impact of receptor 13 would be less than significant with mitigation.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Summary of Operational Noise Levels

Project only operations would be below the City's daytime noise ordinance with mitigation measures implemented. Project only operations for the fast food/drive-throughs would exceed the City's nighttime noise ordinance at the receptors to the north, and therefore mitigation measures are required to comply with the City's noise ordinance. Project only operations for the gas station/convenience store would not exceed the City's nighttime noise ordinance.

Project plus ambient would be below the City's daytime noise ordinance with mitigation measures implemented and therefore the impact is less than significant with mitigation. Project plus ambient would exceed the City's nighttime noise ordinance at the existing residences to the north of the Project site due to fast food operations, and therefore mitigation measures are required to comply with the City's nighttime noise ordinance. The Project would therefore be less than significant with mitigation, **MM NOI-1 – MM NOI-6** shall be applied to ensure the greatest compatibility with existing residential uses. Therefore, the Project will comply with the City's noise limit and the impact is considered **less than significant with mitigation**, directly, indirectly, and cumulatively.

Construction Noise

The degree of construction noise may vary for different areas of the Project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction.

The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in the table below.

Typical Construction Noise Levels¹
Equipment Powered by Internal Combustion Engines

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Type	Noise Levels (dBA) at 50 Feet
Saws	71 - 82
Vibrators	68 - 82
Notes:	
1 Referenced Noise Levels from the Environmental Protection Agency (EPA)	

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 to 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. Furthermore, noise reduction measures are provided as

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>mitigation MM NOI-7 – MM NOI-11 to further reduce construction noise. The impact is considered less than significant with mitigation, directly, indirectly, and cumulatively.</p> <p>Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. 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, and two (2) excavators, two (2) backhoes and a scrapper operating at 50 feet from the nearest sensitive receptor.</p> <p>Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 50 feet have the potential to reach 90 dBA L_{eq} and 92 dBA L_{max} at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower and range between 85 to 90 dBA.</p> <p>MM NOI-1: A minimum eight-foot high wall is required along the northern and eastern property line to shield existing and future residences from onsite noise.</p> <p>MM NOI-2: Project shall incorporate an eight-foot-high wall along the loading/unloading area of the loading docks at the commercial/retail store.</p> <p>MM NOI-3: Ensure fast food speakerphones are positioned in a direction facing away from residences to the north. The Project shall incorporate a speakerphone system that incorporates automatic volume control (AVC). The AVC will adjust the outbound volume based on the outdoor ambient noise level. When ambient noise levels naturally decrease at night, the AVC will reduce the outbound volume on the system. HM Electronics has a speaker system that is capable of said technology. During nighttime operation, speakerphones can be turned off, and ordering can occur at the drive-through window which will further reduce noise.</p> <p>MM NOI-4: Trash collection shall occur during daytime hours.</p> <p>MM NOI-5: Truck deliveries should occur during daylight hours.</p> <p>MM NOI-6: Any rooftop or ground mounted HVAC units should be positioned at a physical distance as far as plausible from adjacent residences. In addition, the equipment should be shielded by a parapet wall with a height equal to or greater than the equipment. The height of the wall must be taller than HVAC and be designed to completely shield any noise that may be able to flank around the wall.</p> <p>MM NOI-7: Construction shall occur during the permissible hours as defined in Section 8.40.090, that is Monday through Saturday between the hours of 7:00 a.m. and 7:00 p.m. No construction shall take place on Sundays or any Federal holiday.</p> <p>MM NOI-8: During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.</p> <p>MM NOI-9: The contractor shall 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.</p> <p>MM NOI-10: Idling equipment shall be turned off when not in use.</p> <p>MM NOI-11: Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.</p>				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Response: (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; Noise Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018)</p> <p>PPV – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.</p> <p>RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude</p> <p>VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.</p> <p>Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.</p> <p>Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.</p> <p>There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.</p> <p>As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature, and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, to identify potential vibration impacts that may need to be studied through actual field tests.</p> <p>Operational Vibration</p> <p>The proposed Project does not propose uses that will cause vibration velocities of 50 VdB or higher which is the level typically expected in developed areas. To ensure that the Project does not go above the 50 VdB for operational, day-to-day activity, MM NOI-12 is proposed. With the implementation of MM NOI-12, the Project's operational ground-borne vibration will be less than significant with mitigation, directly, indirectly, and cumulatively.</p> <p>Construction Vibration</p> <p>Construction activities can produce a vibration that may be felt by adjacent 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. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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velocity (PPV) at 25 feet which is perceptible but below any risk of architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{\text{equipment}} = PPV_{\text{ref}} (100/D_{\text{rec}})^n$$

Where: PPV_{ref} = reference PPV at 100ft.
 D_{rec} = distance from equipment to receiver in ft.
 $n = 1.1$ (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in the table below provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The table below gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Vibration Source Levels for Construction Equipment¹

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
0.644 (typical)	104	
Pile driver (sonic)	0.734 upper range	105
0.170 typical	93	
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

¹ Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

At a distance of 20 feet, a large bulldozer would yield a worst-case 0.114 PPV (in/sec) which may be perceptible for short periods of time during grading along the western property line of the Project site but is below any threshold of damage. The impact is **less than significant**, directly, indirectly, and cumulatively.

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MM NOI-12: The day-to-day operation of the uses proposed for the Project site shall not exceed a VdB greater than 50.				
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; Noise Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018) See Response XII a) above.				
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; Noise Impact Study, Tentative Parcel Map No. 37231 – Rancho Estudillo Plaza, prepared by MD Acoustics, May 1, 2018) See Response XII a) above.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contour; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; & Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017) The Project is not located within the influence area of the Hemet-Ryan Airport and would have no impact , directly, indirectly, or cumulatively from the airport, and no additional mitigation is required.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012, Noise Element Figure N-1 – Future Noise Contours, General Plan EIR, Figure 5.10.1 – Future Noise Contours, General Plan EIR Addendum August 2012, Municipal Code Chapter 8.40 – Noise Control & Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017) There are no private airports within two miles of the City, and therefore this Project will have no impact , directly, indirectly, or cumulatively resulting in a safety hazard.				
XIII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of a road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012) The Project will not induce growth as it is consistent with the City's General Plan policies for commercial development along major roadways. The City's General Plan establishes the development potential of the City to accommodate the City's growth to 2050. The Project, as proposed, will help to accommodate that growth, but will not induce it. The development of the site will result in commercial buildings. The Project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Project-related impacts are expected to be less than significant .				
b) Displace substantial numbers of existing housing,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
necessitating the construction of replacement housing elsewhere?				
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012) The Project site is vacant and will not displace any persons or require the construction of replacement housing. Therefore, there is no impact on housing				
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012) The Project site is vacant and will not displace any persons, or require the construction of replacement housing. Therefore, there is no impact on housing.				
XIV. PUBLIC SERVICES – Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012) The Project is located approximately .8 miles from Riverside County Fire Station #78 located at 2450 Cottonwood Avenue. As a result, fire personnel will be able to reach the site within the recommended response time. The Fire Department will approve the Project site plan to ensure it meets applicable fire standards and regulations. As referenced in Section VIII – Hazards and Hazardous Materials, the Project will be designed consistent with California Building Code 2013 edition, the National Fire Protection Association (NFPA) Code Section 30a requirements for fueling stations and onsite storage of flammable material such as gasoline and diesel and related state regulations governing the design and operation of fueling facilities. Like any development project, the Project may increase demand for fire service; however, the Project would not increase the population beyond what was anticipated in the General Plan. Further, the Project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure consistent with the General Plan EIR Mitigation Measure H-8 which requires that during the development review process, the City's Community Development Department in cooperation with the City Engineer and the Riverside County Fire Department, shall ensure that: <ul style="list-style-type: none"> • New private access roads are at least 24 feet wide and provide adequate turning radius for fire and emergency vehicles. • A fire management plan is prepared for all development located in or adjacent to wildfire-prone areas such as naturally vegetated hillsides. The fire management plan may require fire protection measures such as landscape or open space buffers, maintenance programs for weed and vegetation abatement and fire-resistant plants, as well as non-combustible building materials, including roofing. • Adequate service and response times can be provided to the development without reducing service to existing areas. • Development plans clearly identify fire flows, hydrant siting, and access points. 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
The Project will not require the construction of a new fire station to maintain service ratios. Through the implementation of all regulations and City policies for development projects, the Project will have a less than significant impact on fire services, directly, indirectly, and cumulatively.				
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012) To assure that police service is sufficient to meet demand, the City has established a Public Safety Capital Improvement Fund, to which all new commercial development must pay at the time of building permit issuance. Through the implementation of all regulations and City policies for development projects, the Project will have a less than significant impact on police services, directly, indirectly, and cumulatively.				
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Community Services & Facilities Element Figure CSF-1 – School Districts; General Plan EIR; General Plan EIR Addendum August 2012; San Jacinto Unified School District 2015 Facilities Master Plan) The Project is located within the service area boundary of the San Jacinto Unified School District. The Project is required to pay the state-mandated school fees in place at the time that development occurs. These fees are designed to mitigate impacts to schools by providing funds for the construction of new facilities. Through the implementation of all regulations and City and School District policies for development projects, the Project will have a less than significant impact on schools, directly, indirectly, and cumulatively.				
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities; General Plan EIR; General Plan EIR Addendum August 2012; Parks Master Plan, November 2005; Municipal Code Chapter 16.40 – Park Dedications and Fees; & Chapter 15.36 – Park and Open Space Development Fees) The City has a broad range of available recreation facilities, programs, and parks. The Project will not increase the demand for public parks. The Project will have a small incremental demand on park services which is covered through the payment of the Park Development Fee required for all new construction. Therefore, the Project will have a less than significant impact on recreational facilities, directly, indirectly, and cumulatively.				
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities; CSF-4 – Trails Opportunities Map; General Plan EIR; General Plan EIR Addendum August 2012; Parks Master Plan, November 2005; Municipal Code Chapter 16.40 – Park Dedications and Fees; & Chapter 15.36 – Park and Open Space Development Fees) The Project will not result in an increase in demand for other City services and facilities, including recreational trails and library services. Therefore, no impacts to other public facilities will occur directly, indirectly, and cumulatively.				
XV. RECREATION – Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities; CSF-4 – Trails Opportunities Map; General Plan EIR; General Plan EIR Addendum August 2012; Parks Master Plan, November 2005; Municipal Code Chapter 16.40 – Park Dedications and Fees; & Chapter 15.36 – Park and Open Space Development Fees) The City and Valley-Wide Recreation provide a broad range of recreation facilities, programs, and parks. The City established a park ratio of 5.0 acres of developed parkland for every 1,000 residents. The City's Parks Master Plan details recommendations and standards to meet park facility demand. There are 83.5 acres of parks and recreational facilities (General Plan Table CSF-1 – Existing Parks and Recreational Facilities) with another 50 acres planned (General Plan Table CSF-2 – Planned Parks and Recreational Facilities).				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project will have a small incremental demand on existing parks which is covered through the payment of the Park Development Fee required for all new construction. Therefore, the Project will have a less than significant impact on recreational facilities, directly, indirectly, and cumulatively.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Community Services and Facilities Element Figure CSF-3 – Parks & Public Facilities; CSF-4 – Trails Opportunities Map; General Plan EIR; General Plan EIR Addendum August 2012; Parks Master Plan, November 2005; Municipal Code Chapter 16.40 – Park Dedications and Fees; & Chapter 15.36 – Park and Open Space Development Fees)</p> <p>The Project does not include the construction of recreational facilities or require the need to construct recreational facilities. The Project will have no impact, directly, indirectly, or cumulatively on recreational facilities.</p>				
XVI. TRANSPORTATION / TRAFFIC – Would the project:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Volumes 1 & 2 – NEC Sanderson Avenue/Seventh Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and Revised August 14, 2018)</p>				
<p>STREET/HIGHWAY FACILITIES</p> <p>Sanderson Avenue is proposed as an Urban Arterial, and Seventh Street is proposed as a Secondary Highway in the City's General Plan. An Urban Arterial is designated as a 146-foot wide six-lane roadway with a curbed or painted 14-foot median. A Secondary Highway is designated as a 100-foot wide four-lane roadway.</p> <p><u>Study Area and Intersections</u></p> <p>The following eleven (11) intersections in the vicinity of the Project site have been included in the intersection level of service (LOS) analysis:</p> <ul style="list-style-type: none"> • Cawston Avenue (NS) at 7th Street (EW); • Sanderson Avenue (NS) at Cottonwood Avenue (EW); • Sanderson Avenue (NS) at 7th Street (EW); • Sanderson Avenue (NS) at Esplanade Avenue (EW); • Sanderson Avenue (NS) at Eaton Avenue (EW); • Sanderson Avenue (NS) at Fruitvale Avenue (EW); • Sanderson Avenue (NS) at Menlo Avenue (EW); • Kirby Street (NS) at Cottonwood Avenue (EW); • Kirby Street (NS) at 7th Street (EW); • Lyon Avenue (NS) at 7th Street (EW); and • Palm Avenue (NS) at 7th Street (EW). 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The study intersections are located within the City of San Jacinto, with the exception of study intersections on Sanderson Avenue south of Esplanade Avenue, which are in the City of Hemet. The City of Hemet utilizes the same level of service methodology and County of Riverside traffic impact analysis guidelines as the City of San Jacinto.</p> <p>The Traffic Impact Analysis (TIA) follows the City of San Jacinto standards for traffic analysis, which have adopted the guidelines contained in the County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide (April, 2008), and applicable Caltrans Guide for the Preparation of Traffic Impact Studies (December, 2002).</p> <p>The study intersections and roadway segments are analyzed for the following study scenarios:</p> <ul style="list-style-type: none"> Existing Conditions; Existing Plus Project Phase 1 (EP1) Conditions; Existing Plus Project Conditions; Existing Plus Ambient Plus Project Phase 1 (EAP1) Conditions; Existing Plus Ambient Plus Project (EAP) Conditions; Existing Plus Ambient Plus Project Phase 1 Plus Cumulative (EAP1C) Conditions; Existing Plus Ambient Plus Project Plus Cumulative (EAPC) Conditions; General Plan Buildout Without Project Conditions; and General Plan Buildout With Project Conditions. <p><u>Existing Conditions</u></p> <ul style="list-style-type: none"> The study intersections are currently operating at an acceptable LOS (LOS D or better) during the AM and PM peak hours. Peak hour signal warrants are met for existing conditions during one or both peak hours at the Kirby Street/7th Street and Lyon Avenue/7th Street intersections. <p><u>EP1/EAP1 Conditions</u></p> <p>The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for existing plus project phase 1 (EP1) and existing plus ambient plus project phase 1 (EAP1) conditions with the exception of the Lyon Avenue/7th Street intersection during the PM peak hour.</p> <p>Based on the thresholds of significance for EP1 and EAP1 conditions discussed in section 2.4 of the TIA, the addition of Project generated trips is projected to have a significant direct impact at the Lyon Avenue/7th Street intersection.</p> <p>Peak hour signal warrants are met during one or both peak hours for EP/EAP conditions at the following intersections:</p> <ul style="list-style-type: none"> Kirby Street/7th Street Lyon Avenue/7th Street Palm Avenue/7th Street <p><u>EP/EAP Conditions</u></p> <p>The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for existing plus project (EP) and existing plus ambient plus project (EAP) conditions with the exception of the Lyon Avenue/7th Street intersection during the PM peak hour.</p> <p>Based on the thresholds of significance for EP and EAP conditions discussed in section 2.4 of the TIA, the addition of Project generated trips is projected to have a significant direct impact at the Lyon Avenue/7th Street intersection.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Peak hour signal warrants are met during one or both peak hours for EP/EAP conditions at the following intersections:</p> <ul style="list-style-type: none"> Kirby Street/7th Street Lyon Avenue/7th Street Palm Avenue/7th Street <p><u>EAP1C Conditions (Existing Plus Ambient Plus Project Phase 1 Plus Cumulative)</u></p> <p>The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for EAP1C conditions with the exception of the following three intersections:</p> <ul style="list-style-type: none"> Sanderson Avenue/Esplanade Avenue Lyon Avenue/7th Street Palm Avenue/7th Street <p>Based on the thresholds of significance for EAP1C conditions discussed in section 2.4 of the TIA, the addition of Project generated trips to these three intersections represents a cumulative impact. The Project's contribution to applicable transportation impact fee programs or as a fair share contribution toward a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share toward mitigation measure(s) designed to alleviate cumulative Project impacts.</p> <p>Peak hour signal warrants are met for EAP1C conditions at the following intersections:</p> <ul style="list-style-type: none"> Kirby Street/Cottonwood Avenue Kirby Street/7th Street Lyon Avenue/7th Street Palm Avenue/7th Street <p><u>EAPC Conditions</u></p> <p>The study intersections are projected to continue to operate at an acceptable LOS during the AM and PM peak hours for EAPC conditions with the exception of the following three intersections:</p> <ul style="list-style-type: none"> Sanderson Avenue/Esplanade Avenue Lyon Avenue/7th Street Palm Avenue/7th Street <p>Based on the thresholds of significance for EAPC conditions discussed in section 2.4 of the TIA, the addition of project generated trips to these three intersections represents a cumulative impact. The Project's contribution to applicable transportation impact fee programs or as a fair share contribution toward a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share toward mitigation measure(s) designed to alleviate cumulative project impacts.</p> <p>Peak hour signal warrants are met for EAPC conditions at the following intersections:</p> <ul style="list-style-type: none"> Kirby Street/Cottonwood Avenue Kirby Street/7th Street Lyon Avenue/7th Street Palm Avenue/7th Street 				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>General Plan Buildout (2050) Conditions</u></p> <p>The study intersections are projected to operate at an acceptable LOS during the AM and PM peak hours for General Plan Buildout Without and With Project conditions.</p> <p>The Project's contribution to applicable transportation impact fee programs or as a fair share contribution toward a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share towards mitigation measure(s) designed to alleviate cumulative project impacts.</p> <p>ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS</p> <p>Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the City of San Jacinto General Plan Circulation Element or as directed by the City Engineer.</p> <p>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.</p> <p>Signing/stripping should be implemented in conjunction with detailed construction plans for the Project site.</p> <p>SUMMARY OF QUEUE ANALYSIS RECOMMENDATIONS</p> <p>Recommendation at Sanderson Ave/7th Street – The proposed project should re-stripe the painted median on 7th Street to provide a longer westbound left-turn pocket/two-way left-turn lane.</p> <p>Recommendation at Sanderson Ave/North Project Driveway – The proposed Project should provide a 100-foot southbound left-turn pocket.</p> <p>Recommendation at Project Driveway/7th Street – Eastbound left-turns into the Project site should be accommodated in two-way left-turn lane.</p> <p>SUMMARY OF IMPACTS AND RECOMMENDED IMPROVEMENTS</p> <p>The following improvements are recommended at the directly impacted study intersection for EP1/EAP1 conditions to reduce peak hour delay and improve intersection and roadway segment LOS to LOS D or better:</p> <p><i>EP1/EAP1 Recommended Improvements – Lyon Avenue/7th Street:</i> Improve the westbound 7th Street approach from one left-turn/through/right-turn lane to one left-turn lane and one through/right-turn lane. Roadway widening would be needed on the westbound approach to accommodate the recommended lane configuration.</p> <p>The following improvements are recommended at the directly impacted study intersection for EP/EAP conditions to reduce peak hour delay and improve intersection and roadway segment LOS to LOS D or better:</p> <p><i>EP/EAP Recommended Improvements – Lyon Avenue/7th Street:</i> Improve the westbound 7th Street approach from one left-turn/through/right-turn lane to one left-turn lane and one through/right-turn lane. Improve the eastbound 7th Street approach from one left-turn lane and one through/right-turn lane to consist of one left-turn/through lane and one through/right-turn lane. Roadway widening would be needed on the eastbound and westbound approaches to accommodate the recommended lane configuration. The additional eastbound through lane would drop at the driveway to the 412 Church.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The following improvements are recommended at the cumulatively impacted study intersection for EAP1C conditions to reduce peak hour delay and improve intersection and roadway segment LOS to LOS D or better:</p> <p><i>EAP1C Recommended Improvement #1 Sanderson Avenue/Esplanade Avenue:</i> Improve the northbound Sanderson Avenue approach from one left-turn lane, one through lane and one through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.</p> <p><i>EAP1C Recommended Improvements – Lyon Avenue/7th Street:</i> Improve the westbound 7th Street approach from one left-turn/through/right-turn lane to one left-turn lane and one through/right-turn lane. Improve the eastbound 7th Street approach from one left-turn lane and one through/right-turn lane to consist of one left-turn/through lane and one through/right-turn lane. Roadway widening would be needed on the eastbound and westbound approaches to accommodate the recommended lane configuration. The additional eastbound through lane would drop at the driveway to the 412 Church. Signalize the intersection.</p> <p><i>EAP1C Recommended Improvements – Palm Avenue/7th Street:</i> Install stops signs on the northbound and southbound Palm Avenue approaches, converting the intersection to all-way stop-control operation.</p> <p>The following improvements are recommended at the cumulatively impacted study intersection for EAPC conditions to reduce peak hour delay and improve intersection and roadway segment LOS to LOS D or better:</p> <p><i>EAPC Recommended Improvement #1 Sanderson Avenue/Esplanade Avenue:</i> Improve the northbound Sanderson Avenue approach from one left-turn lane, one through lane and one through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.</p> <p><i>EAPC Recommended Improvements – Lyon Avenue/7th Street:</i> Improve the westbound 7th Street approach from one left-turn/through/right-turn lane to one left-turn lane and one through/right-turn lane. Improve the eastbound 7th Street approach from one left-turn lane and one through/right-turn lane to consist of one left-turn/through lane and one through/right-turn lane. Roadway widening would be needed on the eastbound and westbound approaches to accommodate the recommended lane configuration. The additional eastbound through lane would drop at the driveway to the 412 Church. Signalize the intersection.</p> <p><i>EAPC Recommended Improvements – Palm Avenue/7th Street:</i> Signalize intersection.</p> <p><u>Vehicle Trip Reduction Program</u></p> <p>Chapter 10.28 – Vehicle Trip Reduction Program and Chapter 17.350 – Transportation Demand Management applies to all new retail commercial projects where the development could employ fifty (50) or more persons based on a 500-square-foot to one employee ratio for retail and 300-square-feet to one employee for office. As proposed the Project generates 123 employees. The applicant shall submit a Trip Reduction Program (TRP) for Planning approval prior to building permit issuance. Once approved the program shall be used by all owners/tenants as stated in a covenant on the land (MM TRAF-4).</p> <p>Measures to be included in the TRP include the provision ten percent of all required parking stalls designated as parking for any combination of low-emitting, fuel efficient and carpool/vanpool vehicles (MM TRAF-5) in compliance with table A5.106.5.1.1 of the CalGreen Code and four percent of all required parking stalls shall be electrical vehicle charging stations (MM TRAF-6).</p> <p>With mitigation measures, MM TRAF-1 – MM TRAF-6 the measures of effectiveness for the performance of the streets/highways system will be less than significant with mitigation, directly, indirectly, and cumulatively.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>ALTERNATIVE MODES OF TRANSPORTATION</p> <p>Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transportation. The Project proposes to develop a vacant lot with five different vehicle-oriented uses.</p> <p><u>Pedestrian</u></p> <p>Sidewalks along roadways and curb ramps at intersections are present in locations where development has occurred to serve the pedestrian. As well, the Project will provide all required sidewalks and ramps within the Project area. Decorative walkways with appropriate signage shall be designed throughout the site to provide the pedestrian with a safe way to maneuver through the site (MM TRAF-7).</p> <p><u>Bicycles</u></p> <p>Pursuant to the General Plan, no bikeways are proposed along San Jacinto Avenue or Commonwealth Avenue under the City's General Plan. To promote bicycle usage the both, long-term and short-term bicycle parking stall be provided throughout the site (MM TRAF-8).</p> <p><u>Public Transit Services</u></p> <p>The City of San Jacinto is served by the Riverside Transit Agency (RTA) which provides bus service to western Riverside County. RTA has reviewed the Project and does not request any infrastructure upgrades for their service. The Project will be adequately served by bus transportation.</p> <p>With the implementation of MM TRAF-7 and MM TRAF-8 the Project will have a less than significant impact with mitigation, directly, indirectly, and cumulatively on alternative modes of transportation.</p> <p>TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION</p> <p>The Project will be importing approximately 12,000 cubic yards of fill dirt during the grading stage of construction. The applicant projects that this will relate to approximately 1,571 truckloads of dirt. To ensure that these truck trips do not significantly impact the roadway system, MM TRAF-9 is proposed.</p> <p>CITY CAPITAL IMPROVEMENT PROGRAM (CIP)</p> <p>No CIP projects are proposed for Sanderson Avenue or Seventh Street. The Project will participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees into the Traffic Signalization Fund which is used for the construction of traffic safety improvements such as traffic signals, warning lights, and signal coordinating equipment.</p> <p>Adherence to all Engineering requirements for Sanderson Avenue and Seventh Street will ensure that there is no impact to the City's CIP, directly, indirectly, and cumulatively.</p> <p>WRCOG TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM</p> <p>Under the TUMF plan, Sanderson Avenue is a four-lane TUMF corridor. In 2007, money was contributed by TUMF to expand Sanderson Avenue from two lanes to four lanes between Ramona Expressway and Esplanade Avenue. At this time no roadway improvements for this portion of Sanderson Avenue are proposed under the TUMF Program. Nevertheless, the Project will participate in the cost of off-site improvements through payment of TUMF fees based on the current fees at the time of construction of the Project. Therefore, there is no impact under the TUMF guidelines, directly, indirectly, or cumulatively to a TUMF roadway.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>LOCAL FUNDING MECHANISMS</p> <p>The proposed Project is located within the City of San Jacinto and will therefore be subject to the City's Development Impact Fees (DIF). Eligible facilities for funding the City DIF program are identified on the County's Public Needs list.</p> <p>The proposed Project will participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed Project. The Project's contribution to a fair share contribution toward a cumulatively impacted facility not found to be covered by a pre-existing fee program should be considered sufficient to address the Project's fair share toward mitigation measure(s) designed to alleviate cumulative Project impacts. Table ES-2 – Fair Share Calculations in the TIA (page xiii) table calculates the proposed Project's fair share percentage and projected fair share cost at the following cumulatively impacted intersections (MM TRAF-10):</p> <ul style="list-style-type: none"> • Sanderson Avenue/Esplanade Avenue • Lyon Avenue/7th Street • Palm Avenue/7th Street <p>SUMMARY</p> <p>Therefore, the Project as designed and conditioned will have a less than significant impact with mitigation, directly, indirectly, and cumulatively on the performance of the circulation system, non-motorized plans, and ordinances or policies establishing measures of effectiveness for the performance of the non-motorized circulation system.</p> <p>MM TRAF-1: Lyon Avenue/Seventh Street – Improve the westbound 7th Street approach from one left-turn/through/right-turn lane to one left-turn lane and one through/right-turn lane. Improve the eastbound 7th Street approach from one left-turn lane and one through/right-turn lane to consist of one left-turn/through lane and one through/right-turn lane. Roadway widening would be needed on the eastbound and westbound approaches to accommodate the recommended lane configuration. The additional eastbound through lane would drop at the driveway to the 412 Church. Signalize the intersection.</p> <p>MM TRAF-2: Sanderson Avenue/Esplanade Avenue – Improve the northbound Sanderson Avenue approach from one left-turn lane, one through lane and one through/right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.</p> <p>MM TRAF-3: Palm Avenue/Seventh Street – Install stops signs on the northbound and southbound Palm Avenue approaches, converting the intersection to all-way stop-control operation. Signalize intersection of Palm Avenue/7th Street.</p> <p>MM TRAF-4: The applicant shall submit a Trip Reduction Program (TRP) for Planning approval prior to building permit issuance. Once approved the program shall be used by all owners/tenants as stated in a covenant on the land.</p> <p>MM TRAF-5: The site plan shall provide ten percent of all required parking stalls designated as parking for any combination of low-emitting, fuel efficient and carpool/vanpool vehicles in compliance with table A5.106.5.1.1 of the CalGreen Code.</p> <p>MM TRAF-6: The site plan shall provide four percent of all required parking stalls with electric vehicle charging stations pursuant to Chapter 17.430.361 of the Development Code and 5.106.5.3 of the CalGreen Code.</p> <p>MM TRAF-7: The site plan shall be redesigned prior to grading permit approval, for Planning approval, to provide decorative walkways with appropriate signage throughout the site.</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>MM TRAF-8: The site plan shall provide long-term and short-term bicycle parking in accordance with Chapter 17.330.110 of the Development Code and Section 5.710.6.2 of the Cal Green Code.</p> <p>MM TRAF-9: Prior to grading permit issuance the applicant shall submit a Construction Haul Route Plan per the California Manual on Uniform Traffic Control Devices, for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes, dirt hauling hours, and start/end dates.</p> <p>MM TRAF-10: Prior to the occupancy of each building the applicant shall pay the Project's fair share contribution toward improvements to the following intersections:</p> <ul style="list-style-type: none"> Sanderson Avenue/Esplanade Avenue Lyon Avenue/7th Street Palm Avenue/7th Street 				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; San Jacinto 5-Year Capital Improvement Program 2014; Western Riverside Council of Governments TUMF Program; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Volumes 1 & 2 – NEC Sanderson Avenue/Seventh Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and Revised August 14, 2018)</p> <p>The Riverside County Transportation Commission (RCTC) 2014 Congestion Management Program (CMP) designates certain roadways as CMP facilities. SR 79 is a designated highway on RCTC's CMP system. Currently, SR 79 is San Jacinto Avenue in the City and is the only CMP facility possibly impacted by this Project.</p> <p>The CMP designates a minimum acceptable LOS of E on CMP facilities (RCTC 2010). However, the City requires a LOS D or better for roadways. The City's LOS standard for CMP roadways is more stringent than the RCTC standard. This Project does not lower the LOS on San Jacinto Avenue below LOS D there is no impact under the to the CMP guidelines, directly, indirectly, or cumulatively to a CMP roadway.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; & Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)</p> <p>The Project site is outside the airport influence area for the Hemet-Ryan Airport (2017). The Project will have no impact on the facilities or operations of the airport and will not result in a change in air traffic patterns. Therefore, the Project would have no impact, directly, indirectly, or cumulatively on airport operations.</p>				
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Volumes 1 & 2 – NEC Sanderson Avenue/Seventh</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and Revised August 14, 2018)				
As designed the Project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire. The Project will have less than significant impact , directly, indirectly, and cumulatively, as it will not create or increase hazards on the circulation system.				
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Volumes 1 & 2 – NEC Sanderson Avenue/Seventh Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and Revised August 14, 2018)				
The City's continued implementation of General Plan policies and programs and the review of the Project by both the Police and Fire Departments will ensure a less than significant impact , directly, indirectly, and cumulatively on 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Volumes 1 & 2 – NEC Sanderson Avenue/Seventh Street Traffic Impact Analysis, prepared by TJW Engineering, May 11, 2018, Revised June 19, 2018 and Revised August 14, 2018)				
See response XVI d) above.				
XVII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2017)				
See response V a). A record search found 17 cultural sites within a one-mile radius of the proposed Project. The Native American Heritage Commission (NAHC) provided a list of the tribes culturally affiliated to the Project area and recommended those tribes be contacted to further assess the presence or absence of cultural resources. The SB 18 Consultation process commenced on April 3, 2018. Under the SB 18 process the City reached out to the tribes recommended by the NAHC as found in the SB 18 Consultation Log in Appendix A of this Initial Study.				
As well, per Appendix A attached, the City conducted tribal consultation under AB 52, commencing on April 3, 2018. None of the consulted tribes noted the Project site as a Historical Resource for a Native American Tribe. However, as noted the Soboba Band of Luiseño Indians did request consultation and other tribes did request tribal monitoring of the site during earthmoving activity. As such, mitigation measures have been recommended as found under response V a) of this Initial Study.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Through the implementation of MM CR-1 to MM CR-4 and PALEO-1 , the Project will have a less than significant impact with mitigation , directly, indirectly, and cumulatively on a Historical Resource.				
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; Ge(Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Report of Findings From a Record Search Conducted for Assessor's Parcel Number 436-360-009, prepared by SRS, January 16, 2017)				
See response XVII a) above, the Records Search referenced above, did not identify the presence of significant resources on-site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, as referenced, the Soboba and Rincon Bands of Luiseño Indians requested consultation and implementation of MM CR-1 to MM CR-4 to address significant resources that may be present on the site. Therefore, the Project will have less than significant impact with mitigation , directly, indirectly, and cumulatively on a Tribal Historical Resource.				
XVIII. UTILITIES AND SERVICE SYSTEMS –				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)				
Wastewater would be conveyed to the existing 15-inch sewer line located in Sanderson Avenue and then to the EMWD's Hemet/San Jacinto Regional Water Reclamation Facility. This 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto. The plant performs primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The facility's current capacity is 14 million gallons per day (mgd) and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately 9 mgd.				
The Project would create additional demand for existing facilities; however, the wastewater would be domestic waste and treatment standards would be met as required per the current National Pollutant Discharge Elimination System permit (CAS 618033) issued by the Santa Ana Regional Water Quality Control Board to the Riverside County Flood Control and Conservation District and co-permittees which include the City of San Jacinto.				
The addition of the proposed Project will not significantly impact EMWD's capacity, and impacts associated with wastewater treatment will be less than significant , directly, indirectly, and cumulatively.				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)				
As noted in XVIII a) above, the Project will not exceed the current capacity of the water and wastewater systems. The City implements all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge. The Project will have a less than significant impact , directly, indirectly, and cumulatively on wastewater treatment.				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Preliminary Hydrology Study, prepared by Blaine A. Womer Civil Engineering, April 10, 2018; & Project Specific Water Quality Management Plan, Rancho Estudillo Plaza, Blaine A. Womer Civil Engineering, April 9, 2018)</p> <p>Pursuant to NPDES regulations, the City will require that the Project complies with existing Santa Ana WQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.</p> <p>In addition, the City of San Jacinto is a Co-Permittee and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit (Waste Discharge Requirements for Riverside County - Order No. 2010-0033, NPDES No. CAS618033) adopted by the Regional Board on January 29, 2010. In conformance with this MS4 permit the Project is required to implement structural and non-structural Best Management Practices (BMPs) to retain and treat pollutants of concern (in dry-weather runoff and first-flush stormwater runoff, during and post-construction.</p> <p>The Project will not impact the existing stormwater management systems significantly. The Project will result in an incremental increase in the volume of stormwater; however, the City will require that the incremental increase in volume be managed on site. The preparation of site-specific hydrology studies, water management plans, and Project design and compliance with existing federal, state, and local water quality laws and regulations related to water quality standards will ensure a less than significant impact, directly, indirectly, and cumulatively to stormwater facilities.</p>				
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the Lead Agency shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; EMWD 2015 Urban Water Management Plan, June 2016; Hemet/San Jacinto Groundwater Management Area Groundwater Management Plan, November 7, 2007)</p> <p>Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Water Code Sections 10910–10915) made changes to the Urban Water Management Planning Act to require additional information in UWMPs if groundwater is identified as a source available to the supplier. The information required includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being over drafted or projected to be over-drafted in the most current DWR publication on that basin. If the basin is in overdraft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that large development projects supplied with water from a public water system and subject to CEQA be provided a specified water supply assessment, except as specified in the law. Large development projects include those with 500 or more residential units, 500,000 square feet of retail commercial space, or 250,000 square feet of office commercial space. These assessments, prepared by “public water systems” responsible for service, address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.</p> <p>SB 221 (Chapter 642, Statutes of 2001; Government Code Section 66473.7) prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>for the project from the applicable water supplier(s). This requirement also applies to approvals that would increase the number of service connections by 10% or more for public water systems with less than 500 service connections. The law defines criteria for determining "sufficient water supply" such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water that the supplier can rely on to meet existing and future planned uses. Rights to extract additional groundwater, if used for the project, must be substantiated.</p> <p>The Project proposes approximately 57,360-square-feet of commercial development and as such is not required to get a water supply assessment from Eastern Municipal Water District, the water purveyor.</p> <p>Water line laterals will be extended to the site within the existing road right-of-way. The Project is consistent with the General Plan policies for major roadways as well as the City population projections used in the EMWD Urban Water Management Plan (approved June 2016). Per the 2016 UWMP, demand within EMWD through 2040 will be met through a combination of local supply development and ongoing water conservation. The Project will minimize water demand by installing low flow fixtures and drought-tolerant landscaping. No new water entitlements would be necessary to serve the Project.</p> <p>As the Project is consistent with the General Plan upon which EMWD has made their assumptions for planned water availability and with compliance with all State and local regulations impacts to water supplies will be less than significant, directly, indirectly, and cumulatively.</p>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)</p> <p>As noted in XVIII a) and b) above, the Project will not generate enough wastewater to exceed current capacity of the wastewater system. Eastern Municipal Water District implements all requirements of the Regional Water Quality Control Board pertaining to water quality and wastewater discharge. The Project will have a less than significant impact, directly, indirectly, and cumulatively on wastewater treatment.</p>				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.34 – Construction and Demolition Waste Management; & Cascadia Consulting Group. Waste Disposal and Diversion Findings for Select Industry Groups, Integrated Waste Management Board, June 2006)</p> <p>CR&R Waste and Recycling Services transports solid waste to the Lamb Canyon landfill. Prior to reaching the landfill, waste will be taken to a transfer station in Perris, CA for consolidation and transport to the sanitary landfill. The Project site is located approximately 9 miles south of the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. This facility is located at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 1,189 acres, including 580.5 acres total permitted area, of which 144.6 acres are permitted for solid waste disposal. The current permitted refuse disposal area includes approximately 74 acres of unlined area and approximately 70.6 acres of lined area. The landfill has a permitted capacity of 5,000 tons per day and has an estimated disposal capacity of 15.646 million tons. As of January 1, 2013, the facility had 7.616 tons of remaining disposal capacity. The disposal capacity is expected to last through the year 2021. During 2013, the Lamb Canyon Landfill accepted an average daily volume of 1,638 tons.</p> <p>The proposed Project will generate construction/demolition waste (CDW) as well as ongoing domestic waste from the commercial uses on-site. Solid waste generated by the proposed facility would likely be disposed of at the Lamb Canyon landfill. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste dis-</p>				

ISSUES (AND SUPPORTING INFORMATION SOURCES):					Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact		
posed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. CDW associated with the proposed Project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. Pursuant to Chapter 8.34 – Construction Demolition Waste Management of the Municipal Code 50% of the construction debris must be diverted.										
Annual Tons Disposed by Industry Group ¹										
	Annual Tons per Employee		Annual Tons per Seat		Annual Tons per Room		Annual Pounds per Sq. Ft.		Annual Pounds per Visitor	
Mean	Mean	StDv	Mean	StDv	Mean	StDv	Mean	StDv	Mean	StDv
Fast Food Restaurants	2.13	1.24	0.99	0.83						
Full Service Restaurants	2.20	1.47	0.41	0.33						
Food Stores	2.38	1.69								
Durable Wholesale Goods Distributors	1.23	1.24								
Non-Durable Wholesale Goods Distributors	1.43	1.22								
Large Hotels	1.95	1.55			0.92	0.95				
Building Material & Garden, Big Box Stores	3.17	1.74								
Building Material & Garden, Other Stores	1.74	1.34								
Retail, Big Box Stores	1.43	1.00								
Retail, Other Stores	0.86	0.59								
Shopping Malls							2.03	1.31		
Anchor Stores at Shopping Malls *							2.10	1.09		
Public Venues & Events									1.72	2.58
Large Office Buildings							1.87	1.56		
Cascadia Consulting Group. Waste Disposal and Diversion Findings for Select Industry Groups, Integrated Waste Management Board, June 2006										
APPLIED PROJECT DIVERSION RATES										
Parcel/Lot #	Building Size Sq. Ft.	Diversion Rate Annual Tons per	Annual Mean Diversion in Tons per Year	Average # Employees	Use					
Parcel 1	2,940	2.38 employee	42.84	18	Service Station w/Convenience Store/Beer and Wine Sales					
Parcel 2	3,200	2.13 employee	63.9	30	Fast Food w/Drive-Through					
Parcel 3	5,100	2.13 employee	95.85	45	Fast Food w/Drive-Through and Retail Space					

ISSUES (AND SUPPORTING INFORMATION SOURCES):				Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Parcel 4	26,500	1.43 employee	152.0	106	Retail Building		
Parcel 5	16,900	1.43 employee	93.0	65	Retail Building		
Total Tons per Year			448.00	264			
Total Pounds per Year			896,000				
The employee estimates are overstated to get a worst-case figure for diversion.							

For the worst-case scenario, this Project would generate approximately 448 tons per year for the Project. Assuming 50% is recycled, a total of 224 tons would go to the landfill annually. Assuming Lamb Canyon receives the waste, (.61 tons a day) this would increase the total volumes going to landfill daily by .0004 percent.

With the implementation of the City's and CR&R's recycling programs the City continues to divert waste from the landfill. As well, compliance with Municipal Code Chapter 8.34 – Construction and Demolition Waste Management will further divert waste to the landfill.

Therefore, the Project will have a **less than significant impact**, directly, indirectly, and cumulatively to landfills.

g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Response: (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; & Municipal Code Chapter 8.34 – Construction and Demolition Waste Management)

See Response Xviii f) above.

Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The Project will comply with all regulatory requirements regarding solid waste including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75 percent by 2020. Such regulations will be applicable to this Project and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this Project is required to comply. There will be **less than significant impacts**, directly, indirectly, or cumulatively regarding compliance with Federal, State, and local statutes and regulations related to solid waste.

XIX. MANDATORY FINDINGS OF SIGNIFICANCE –				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Biological Resources

In Section IV (Biological Resources), it is noted that the MSHCP has identified burrowing owl as a species of concern. There was no sign of burrowing owl or burrowing owl use on the site. Depending upon the timing of the proposed construction, burrowing owl could move on site in the interim. Also, impacts to active bird nests could also occur. Therefore, mitigation measures, **MM BIO-1** and **MM BIO-2** are pro-

ISSUES (AND SUPPORTING INFORMATION SOURCES):	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>posed to require a pre-construction survey for the burrowing owl and requiring demolition/grading/construction to occur outside of the nesting season for birds. No other biological impacts are expected therefore, it was determined that the Project will have a less than significant impact with mitigation, directly, indirectly, and cumulatively, on any species identified as a candidate, sensitive, or special status species in local or regional plans, or policies.</p>				
<p>Cultural & Tribal Resources In Section V (Cultural Resources) and Section XVII (Tribal Cultural Resources), the Records Search found that there was a risk to cultural resources and mitigation measures MM CR-1 through MM CR-4 and MM PALEO-1 are proposed to reduce impacts to less than significant levels with mitigation.</p>				
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of another current project, and the effects of probable future projects.)</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The Project will contribute to the cumulative impacts of development in the City of San Jacinto and broader San Jacinto Valley. However, the Project is in conformance with the City's General Plan and therefore it will have a less than significant impact cumulatively.</p>				
<p>c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Effects on human beings were evaluated as part of the Air Quality, Hazards and Hazards Materials, Hydrology and Water Quality, Land Use/Planning, Population and Housing, Public Services, Recreation, and Utilities/Service Systems sections of this Initial Study and were found to be less than significant for each of the above sections. As well, effects on human beings were evaluated as part of the Aesthetics, Geology and Soils, Greenhouse Gas Emissions, Noise, and Transportation/Traffic sections of this Initial Study and were found to be less than significant with mitigation. Based on the analysis and conclusions in this Initial Study, the Project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are less than significant with mitigation measures MM AES-1, MM AES-2, MM GEO-1, MM GEO-2, MM GHG-1 through MM GHG-4, MM NOI-1 through MM NOI-12, and MM TRAF-1 through MM TRAF-10.</p>				

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

APPENDIX A – AB 52 & SB 18 CONSULTATION LOGS

AB 52 Consultation Log									
Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Initialized Process
Honorable	Robert	Martin	Chairperson	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220	(951) 849-8807 (951) 755-5200		30-day period to request consultation ended on May 3, 2018
Mr.	Raymond	Huante	Cultural Resources Specialist	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220		rhuate@morongo-nsn.gov	
Ms.	Ebru	Ozdil	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2183	Temecula, CA 92593	(951) 770-8104	eoziil@pechanga-nsn.gov	30-day period to request consultation ended on May 3, 2018
Ms.	Erica	Ortiz-Martinez	Administrative Assistant, Cultural Resources Department	Rincon Band of Luiseño Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 297-2635	emartinez@RinconTribal.org	Received e-mail on April 20, 2018, indicating that they do not wish to consult but do recommend that an archaeological record search be conducted.
Ms.	Destiny	Colocho	Manager, Cultural Resources Department	Rincon Band of Luiseño Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 297-2635	dcolocho@rincontribe.org	
Mr.	Joseph	Ontiveros	Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext. 4137 (951) 663-5279 Cell	iontiveros@soboba-nsn.gov	Received letter on April 3, 2018, requesting to initiate formal consultation.
Ms.	Jessica	Valdez	Assistant to the Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext. 4137	jvaldez@soboba-nsn.gov	
Ms.	Katie	Croft	Cultural Resources Manager	Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P (760) 567-3761 C (760) 699-6924 F	kcroft@aguacaliente.net	Received letter on April 16, 2018, deferring to Soboba and concluding consultation.
Ms.	Patricia	Garcia	Director of Tribal Historic Preservation Office	Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P (760) 567-3761 C (760) 699-6924 F	acbc-thpo@aguacaliente.net	
Mr.	Michael	Mirelez	Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 ext. 1213 Office, (760) 399-0022 Cell	mmirelez@tmdci.org	30-day period to request consultation ended on May 3, 2018

Salutation	First Name	Last Name	Title	Tbne Name	Street Address	City, ST Zip	Phone	E-mail	Initialized Process	Tribal Response	Actions	Closed
Ms.	Lee	Clauss	Director, Cultural Resources Management (CRM) Department	San Manuel Band of Mission Indians	26569 Community Center Drive	Highland, CA 92346	(909) 864-8933 P (909) 864-3370 F	elauss@sanmanuel-nsn.gov				Received e-mail on April 10, 2019, does not request consultation.

SB 18 Consultation Log SPDR-17-15

Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Initialed Process	Tribal Response	Actions	Closed
Honorable	Jeff	Grubbe	Chairperson	Auga Caliente Band of Cahulla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92262	(760) 699-6800 P (760) 699-6919 F					
Ms.	Patricia	Garcia	Director of Tribal Historic Preservation Office	Auga Caliente Band of Cahulla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P (760) 567-3761 C (760) 699-6924 F	acbi-thpo@augacaliente.net				See AB 52 Consultation Log.
Honorable	Amanda	Vance	Chairperson	Augustine Band of Cahulla Mission Indians	P.O. Box 846	Coachella, CA 92236	(760) 398-4722 P (760) 369-7161 F	hhaines@augustineband.com				Received letter on April 16, 2018 did not request consultation but recommended tribal monitor be on-site during earth moving
Ms.	Judy	Stapp	Director of Cultural Affairs	Cabazon Band of Mission Indians	84-245 Indio Springs Parkway	Indio, CA 92203	(760) 342-2593					90-day period to request consultation ended on July 2, 2018
Honorable	Doug	Welmas	Chairperson	Cabazon Band of Mission Indians	84-245 Indio Springs Parkway	Indio, CA 92203	(760) 342-2593 P (760) 347-7880 F	islapp@cabazonindians-nsn.gov				90-day period to request consultation ended on July 2, 2018
Honorable	Daniel	Salgado	Chairperson	Cahuilla Band of Indians	52701 U.S. Highway 371	Anza, CA 92539	(951) 763-5549 P (951) 763-2808 F	chairman@cahuilla.net				90-day period to request consultation ended on July 2, 2018
Honorable	Ralph	Goff	Chairperson	Campo Band of Mission Indians	36190 Church Road, Suite 1	Campo, CA 91906	(619) 478-9046 P (760) 478-5818 F	rgoff@campo-nsn.gov				90-day period to request consultation ended on July 2, 2018
Honorable	Michael	Garcia	Vice Chairperson	Ewilaapaay Tribal Office	4054 Willows Road	Alpine, CA 91901	(619) 445-6315 P (619) 445-9126 F	michaelg@leaninrock.net				90-day period to request consultation ended on July 2, 2018
Honorable	Erica	Pinto	Chairperson	Jamul Indian Village	P.O. Box 612	Jamul, CA 91936	(619) 669-4785 P (619) 669-4817 F	mohusky@liv-nsn.gov				90-day period to request consultation ended on July 2, 2018
Mr.	James	Trujillo	Tribal Administrator	La Jolla Band of Luiseno	22000 Highway 78	Pauma Valley, CA 92061	(760) 742-3771	james.trujillo@lajolla-nsn.gov				90-day period to request consultation ended on July 2, 2018
Honorable	Thomas	Rodriguez	Chairperson	La Jolla Band of Luiseno	22000 Highway 78	Pauma Valley, CA 92061	(760) 742-3771					90-day period to request consultation ended on July 2, 2018
Mr.	Javaughn	Miller	Tribal Administrator	La Posta Band of Mission Indians	8 Crestwood Road	Boulevard, CA 91905	(619) 478-2113 P (619) 478-2125 F	imiller@ltribe.net				90-day period to request consultation ended on July 2, 2018
Honorable	Gwendolyn	Parada	Chairperson	La Posta Band of Mission Indians	8 Crestwood Road	Boulevard, CA 91905	(619) 478-2113 P (619) 478-2125 F	LP13books@aol.com				90-day period to request consultation ended on July 2, 2018
Honorable	Shane	Chapparosa	Chairperson	Los Coyotes Band of Mission Indians	P.O. Box 189	Warner Springs, CA 92086-0189	(760) 782-0711 P (760) 782-0712 F	Chapparosa@msn.com				90-day period to request consultation ended on July 2, 2018

Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Initialed Process	Tribal Response	Actions	Closed
Honorable	Angela Elliott	Santos	Chairperson	Manzanita Band of Kumeyaay Nation	P.O. Box 1302	Boulevard, CA 91905	(619) 766-4930 P (619) 766-4957 F		Mailed on April 3, 2018	90-day period to request consultation ended on July 2, 2018		
Honorable	Robert	Martin	Chairperson	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220	(951) 849-8807 P (951) 922-8146 F	dlorres@morongo-nsn.gov		90-day period to request consultation ended on July 2, 2018		
Mr.	Ray	Huante	Cultural Resources Manager	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220		RHuante@morongo-nsn.gov				
Ms.	Shasta	Gaughen, PhD, THPO		Pala Band of Mission Indians	PMB 50, 35008 Pala-Temecula Rd.	Pala, CA 92059	(760) 891-3515	sagaughen@palatribe.com		90-day period to request consultation ended on July 2, 2018		
Honorable	Robert	Smith	Chairperson	Pala Band of Mission Indians	12196 Pala Mission Road	Pala, CA 92059	(760) 891-3500 P (760) 742-3189 F	rsmith@palatribe.com				
Honorable	Temet	Aguilar	Chairperson	Pauma Band of Luiseno Indians - Pauma & Yuima Reservation	P.O. Box 369	Pauma Valley, CA 92061	(760) 742-1289 ext. 303 P (760) 742-3422 F					
			Attn: EPA	Pauma Band of Luiseno Indians - Pauma & Yuima Reservation	P.O. Box 369	Pauma Valley, CA 92061	(760) 742-1289			Received e-mail on May 1, 2018 deferring to Soboba.		
Ms.	Ebru	Ozdil	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2183	Temecula, CA 92593	(951) 770-8104	eozydil@pechanga-nsn.gov		90-day period to request consultation ended on July 2, 2018		
Honorable	Mark	Macarro	Chairperson	Pechanga Band of Mission Indians	P.O. Box 1477	Temecula, CA 92593	(951) 770-600 P (951) 695-1778 F	spresion@pechanga-nsn.gov				
Honorable	Joseph	Hamilton	Chairman	Ramona Band of Cahulla Mission Indians	P.O. Box 391670	Anza, CA 92539	(951) 763-4105 P (951) 763-4325 F	admin@ramonatribe.com		90-day period to request consultation ended on July 2, 2018		
Mr.	John	Gomez	Environmental Coordinator	Ramona Band of Mission Indians	P.O. Box 391670	Anza, CA 92539	(951) 765-4105	jgomez@ramonatribe.com				
Mr.	Jim	McPherson	Tribal Historic Preservation Officer	Rincon Band of Mission Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 749-1051 P (760) 749-5144 F	ywhipple@rincontribe.org	See AB 52 Consultation Log.			
Honorable	Bo	Mazzetti	Chairperson	Rincon Band of Mission Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 749-1051 P (760) 749-5144 F	bomazzetti@aol.com				
Honorable	Donna	Yokum	Chairperson	San Fernando Band of Mission Indians	P.O. Box 221838	Newhall, CA 91322	(505) 439-0933 P (503) 574-3308 F	ddvycum@comcast.net		90-day period to request consultation ended on July 2, 2018		
Honorable	Lynn	Valbuena	Chairperson	San Fernando Band of Mission Indians	26569 Community Center Drive	Highland, CA 92346	(909) 864-8933	lcolin@sanmanuel-nsn.gov				
Ms.	Lee	Clauss	Director of Cultural Resources	San Manuel Band of Mission Indians	26569 Community Center Drive	Highland, CA 92346	(909) 864-8933 P (909) 864-3370 F	lclauss@sanmanuel-nsn.gov		See AB 52 Consultation Log.		
Honorable	Allen E.	Lawson	Chairperson	San Pasqual Band of Mission Indians	P.O. Box 385	Valley Center, CA 92082	(760) 749-3200 P (760) 749-3876 F	allen@sanpasqualtribe.org		90-day period to request consultation ended on July 2, 2018		

Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Initialized Process	Tribal Response	Actions	Closed
Mr.	Terry	Hughes	Tribal Administrator	Santa Rosa Band of Mission Indians	P.O. Box 609	Hemet, CA 92546		thughes@santarosacahulla-nsn.gov		90-day period to request consultation ended on July 2, 2018		
Honorable	Steven	Estrada	Chairperson	Santa Rosa Band of Mission Indians	P.O. Box 391820	Anza, CA 92539	(951) 659-2700 P (951) 659-2228 F	mflaxbeard@santarosacahulla-nsn.gov		90-day period to request consultation ended on July 2, 2018		
Honorable	Goldie	Walker	Chairperson	Serrano Nation of Mission Indians	P.O. Box 343	Patton, CA 92369	(909) 528-9027					
Mr.	Joseph	Ontiveros	Cultural Resource Manager	Soboba Band of Mission Indians	P.O. Box 487	San Jacinto, CA 92581	(951) 663-5279	ionliveros@soboba-nsn.gov		See AB 52 Consultation Log.		
Ms.	Jessica	Valdez						jvaldez@soboba-nsn.gov				
Honorable	Scott	Cozart	Chairperson	Soboba Band of Mission Indians	P.O. Box 487	San Jacinto, CA 92581	(951) 654-2765 P (951) 654-4198 F			90-day period to request consultation ended on July 2, 2018		
Honorable	Cody J.	Martinez	Chairperson	Sycuan Band of the Kumeyaay Nation	1 Kwaaypaay Court	El Cajon, CA 92019	(619) 445-2613 P (619) 445-1927 F	ssilva@sycuan-nsn.gov				
Mr.	Matthew	Krystal	Cultural Resources Manager	Torres-Martinez Desert Cahulla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 P (760) 409-2987	tmchair@torresmartinez.org		90-day period to request consultation ended on July 2, 2018		
Honorable	Thomas	Tortez	Chairperson	Torres-Martinez Desert Cahulla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 P (760) 387-8146 F					
Mr.	Michael	Mirelez	Cultural Resource Coordinator	Torres Martinez Desert Cahulla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 ext. 1213 Office, (760) 399-0022 Cell	mmirelez@tmddi.org				
Honorable	Robert J.	Welch	Chairperson	Viejas Band of Kumeyaay Indians	1 Viejas Grade Road	Alpine, CA 91901	(619) 445-3810 P (619) 445-5337 F	lhagen@viejas-nsn.gov		90-day period to request consultation ended on July 2, 2018		