



## **1.0 ENVIRONMENTAL ASSESSMENT FORM**

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### **INITIAL STUDY (IS)**

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**1.0 CASE NUMBERS:** General Plan Amendment No. 18-01  
Change of Zone Case No. 18-01  
Conditional Use Permit 18-01 (Education Facility Grades 6-12)

**2.0 PROJECT TITLE:** River Springs Charter School

**3.0 LEAD AGENCY:** City of San Jacinto  
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**4.0 PREPARED BY:** David Leonard, Contract Planner  
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### **6.0 GENERAL PLAN AND ZONING**

**General Plan:** The existing site is designated as Industrial (I) on the San Jacinto General Plan (SJGP) Land Use Map (Figure LU-1). The proposal serves to convert a medical office use to a school. Therefore, a General plan Amendment (GPA) is required to change the Land Use Designation to Business Park (BP).

**Zoning:** The site is zoned as Light Industrial (IL). A change of zone has been submitted to change the zoning to Business Park (BP).

## **7.0 PROJECT LOCATION, BACKGROUND, AND DESCRIPTION**

**Location:** This Initial Study evaluates the environmental impacts associated with the creation of an education facility serving 6<sup>th</sup> through 12<sup>th</sup> Grade students within an existing building. The site is located at 1091 Esplanade Avenue, east of Palm Avenue in the City of San Jacinto. The site is identified as an unsectioned portion of Range 1 West, Township 2 South SBBM, and by Assessor Parcel Number 435-190-053. The project location is shown in Figure 1.

**Figure 1  
Project Location**



### **Background:**

A two-story medical office complex was approved under Staff Review 19-06 on September 8, 2008. The proposal included two office buildings totaling 73,454 square feet on 6.41 acres of land. Construction commenced on the first office building as a concrete panel building in 2009, but was halted due to the recession without receiving final occupancy permits. An internal road system was also constructed as well as all utilities.

## **Proposed Project Description:**

River Springs Charter School is proposing a new Grade 6 through 12 campus at the site. They presently operate a campus in Hemet that will continue to serve K-5<sup>th</sup> grade students and allow for further growth once this campus is open.

Grades 6 through 8 has a current enrollment of 131 students with a growth potential for 315 students. These grade levels will occupy nine (9) classrooms.

Grades 9 through 12 have a current enrollment of 166 students with a growth potential for 325 students. These grade levels will occupy nine (9) classrooms.

The overall capacity will be 640 students with 32 staff. In addition to the 18 classrooms, there will be an art and science lab.

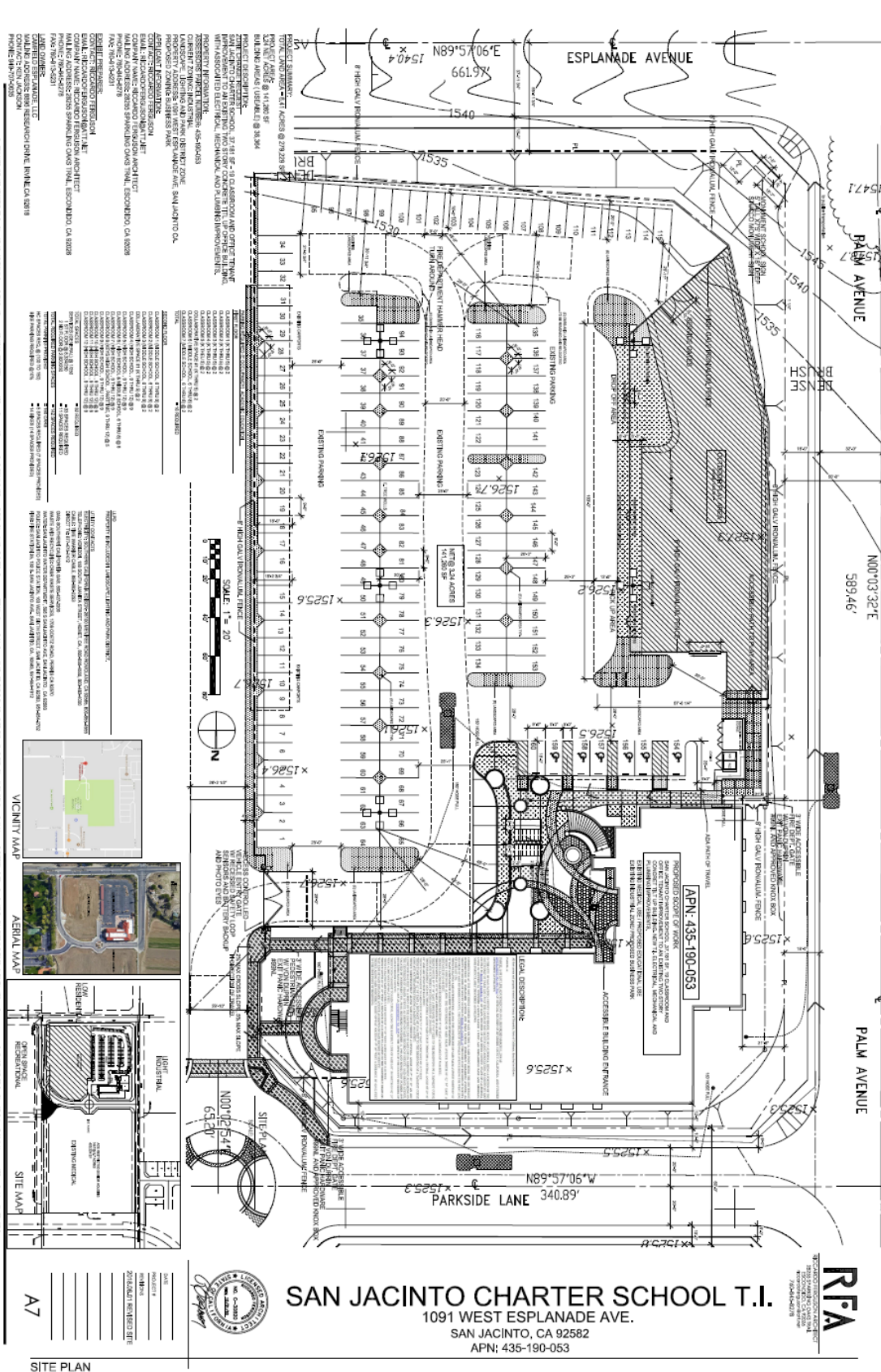
Each grade level operates on its own schedule, but activity will occur on the site between the hours of 7:30 Am to 4:00 PM.

The proposed campus includes an outdoor play area, converted from existing parking area, to feature basketball, volleyball, age-appropriate games, and track and field activities.

The parking area contains 160 parking spaces, exclusive of surface parking area that will be converted to play area, where 142 spaces are required.

The Planning Department is recommending that the City Council adopt a Mitigation Negative Declaration and Mitigation Monitoring and Reporting Program (MMRP) for the project.

# River Springs Charter School Site Plan





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

Development around the proposed campus consists of vacant land designated for Light Industrial use to the west, Light Industrial having approved medical office uses to the north and east, and the Valley-Wide Recreation and Park Headquarters also to the east, as shown in Figure 3. The areas identified as “Existing Medical” are part of a medical office complex and multi-family housing complex that have been previously approved. Only that portion containing the project site has been developed.

### Figure 3 Surrounding Development



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

- |   |  |   |
|---|--|---|
| <input type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture Resources         | <input type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Cultural Resources            | <input type="checkbox"/> Geology / Soils                    |
| <input 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 type="checkbox"/> Noise                              |
| <input type="checkbox"/> Population / Housing     | <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         |
| <input type="checkbox"/> Transportation / Traffic | <input type="checkbox"/> Utilities / Service Systems   | <input 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

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

#### Findings of Fact:

a) The proposed project will occur within an existing building. Parking lot resurfacing and landscape rehabilitation are also proposed that will enhance sit appearance. Therefore, there is no impact on scenic vistas and no mitigation is required.

b) The project site is fully developed with a building, parking area, landscape and utility structures. The site does not include any native landscaping, rock outcrops, or historic structures. The project site does not lie within the proximity of any scenic highway. Therefore there is no impact and no mitigation is required.

c) The proposed project will enhance paved areas and landscaping to facilitate use as a school campus. Therefore, there is no impact and no mitigation is required.

d) The proposed project will enhance exterior lighting for aesthetic and security purposes. Lights must be shielded and directed away from adjoin properties pursuant to the Municipal Code. These provisions will minimize impacts to a level of insignificance.



II.	<p>AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:</p>	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Source: San Jacinto General Plan Final EIR					

### Findings of Fact

- a) Figure RM-6 of the San Jacinto General Plan (SJGP) and Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies the project site as 'Urban and Built-up Land'. The project represents urban infill within an urbanized area. Therefore, there is no impact to farmland of any importance and no mitigation is required.
- b) Figure 5.2-2 of the San Jacinto General Plan Final EIR identifies lands under Williamson Act contracts. The project site does not lie within a Williamson Act land contract. Therefore no impact on Williamson Act lands will occur as a result of the proposed project. No mitigation is required
- c, d) The project site contains no native trees that would constitute forested land. The proposed project will result in no impact upon forest land. No mitigation is required
- e) The project is an infill development within an urban corridor. Therefore, there is no potential for the proposed project to induce growth that would cause the conversion of farmland or forest area to non-agricultural or forest use. There is no impact and no mitigation is required.

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

Source: San Jacinto General Plan and South Coast Air Quality Management District's 2012 Air Quality Management Plan

### a), - c) Regulatory Setting

Air pollutants are regulated at the national, state, and air basin level; each agency has a different

level of regulatory responsibility. The United States Environmental Protection Agency (EPA) regulates at the national level. The California Air Resources Board (ARB) regulates at the state level. The South Coast Air Quality Management District (SCAQMD) regulates at the air basin level.

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

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

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

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

**Table 2: Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards <sup>1</sup>		National Standards <sup>2</sup>		
		Concentrations <sup>3</sup>	Method <sup>4</sup>	Primary <sup>3,5</sup>	Secondary <sup>3,6</sup>	Method <sup>7</sup>
Ozone (O <sub>3</sub> )	1-Hour	0.09 ppm	Ultraviolet Photometry	--	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm		0.075 ppm (147 µg/m <sup>3</sup> )		
Respirable Particulate Matter (PM <sub>10</sub> ) <sup>8</sup>	24-Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		--		
Fine Particulate Matter (PM <sub>2.5</sub> ) <sup>8</sup>	24-Hour	--	--	35 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	12 µg/m <sup>3</sup>		
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m <sup>3</sup> )	--	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m <sup>3</sup> )		9 ppm (10 µg/m <sup>3</sup> )	--	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m <sup>3</sup> )		--	--	
Nitrogen Dioxide (NO <sub>2</sub> ) <sup>9</sup>	1-Hour	0.18 ppm (339 µg/m <sup>3</sup> )	Gas Phase Chemiluminescence	100 ppb (188 µg/m <sup>3</sup> )	--	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m <sup>3</sup> )		0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	
Sulfur Dioxide (SO <sub>2</sub> ) <sup>10</sup>	1-Hour	0.25 ppm (655 µg/m <sup>3</sup> )	Ultraviolet Fluorescence	75 ppb (196 µg/m <sup>3</sup> )	--	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	3-Hour	--		--	0.5 ppm (1300 µg/m <sup>3</sup> )	
	24-Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (for certain areas) <sup>10</sup>	--	
	Annual Arithmetic Mean	--		0.14 ppm (for certain areas) <sup>10</sup>	--	
Lead <sup>11,12</sup>	30 Day Average	1.5 µg/m <sup>3</sup>	Atomic Absorption	--	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Calendar Qtr	--		1.5 µg/m <sup>3</sup> (for certain areas) <sup>12</sup>		
	Rolling 3-Month Average	--		0.15 µg/m <sup>3</sup>		
Visibility Reducing Particles <sup>13</sup>	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
Vinyl Chloride <sup>14</sup>	24-Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

**Notes:**

- California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM<sub>10</sub>, PM<sub>2.5</sub>, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
  - National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM<sub>10</sub>, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m<sup>3</sup> is equal to or less than one. For PM<sub>2.5</sub>, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
  - Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
  - Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
  - National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
  - National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
  - Reference method as described by the U.S. EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. EPA.
  - On December 14, 2012, the national annual PM<sub>2.5</sub> primary standard was lowered from 15 µg/m<sup>3</sup> to 12.0 µg/m<sup>3</sup>. The existing national 24-hour PM<sub>2.5</sub> standards (primary and secondary) were retained at 35 µg/m<sup>3</sup>, as was the annual secondary standard of 15 µg/m<sup>3</sup>. The existing 24-hour PM<sub>10</sub> standards (primary and secondary) of 150 µg/m<sup>3</sup> also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
  - To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
  - On June 2, 2010, a new 1-hour SO<sub>2</sub> standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO<sub>2</sub> national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
- Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm

11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 µg/m<sup>3</sup> as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

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

The agency for air pollution control for the South Coast Air Basin (basin) is the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. The project site is located in San Jacinto, however ambient air quality data was utilized from Perris, Elsinore and Riverside (Areas 28, 24, 25 and 31) monitoring stations, because the closest station in Perris, located approximately 19 miles west of the project site, does not provide all ambient weather data.

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

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

**SCAQMD Rule 402** prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

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

Based on the size of the Project area (approximately 5.23 acres), and the substantially built status, Fugitive Dust Control Plan or Large Operation Notification would not be required. SCAQMD's Rule



403 minimum requirements require that the application of the best available dust control measures are used for all grading operations and include the application of water or other soil stabilizers in sufficient quantity to prevent the generation of visible dust plumes. Compliance with Rule 403 would require the use of water trucks during all phases where earth moving operations would occur. Compliance with Rule 403 is required.

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

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

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

#### Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as “nonattainment” areas. If standards are met, the area is designated as an “attainment” area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered “unclassified.” National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or ‘form’ of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM<sub>2.5</sub> standard is met if the three-year average of the annual average PM<sub>2.5</sub> concentration is less than or equal to the standard. Table 3 lists the attainment status for the criteria pollutants in the basin.

**Table 3 South Coast Air Basin Attainment Status**

Pollutant	Averaging Time	National Standards <sup>1</sup>	Attainment Date <sup>2</sup>	California Standards <sup>3</sup>
1979 1-Hour Ozone <sup>4</sup>	1-Hour (0.12 ppm)	Nonattainment (Extreme)	11/15/2010 (Not attained) <sup>5</sup>	Extreme Nonattainment
1997 8-Hour Ozone <sup>4</sup>	8-Hour (0.08 ppm)	Nonattainment (Extreme)	6/15/2024	Nonattainment
2008 8-Hour Ozone	8-Hour (0.075 ppm)	Nonattainment (Extreme)	12/31/2032	
2015 8-Hour Ozone	8-Hour (0.070 ppm)	Designations Pending	~2037	
CO	1-Hour (35 ppm) 8-Hour (9 ppm)	Attainment (Maintenance)	6/11/2007 (Attained)	Maintenance
NO <sub>2</sub> <sup>6</sup>	1-Hour (100 ppb) Annual (0.053 ppm)	Attainment (Maintenance)	9/22/1998 (Attained)	Attainment
SO <sub>2</sub> <sup>7</sup>	1-Hour (75 ppb)	Designations Pending	Pending	Attainment
	24-Hour (0.14 ppm) Annual (0.03 ppm)	Unclassifiable/ Attainment	3/19/1979 (Attained)	
PM10	24-Hour (150 µg/m <sup>3</sup> )	Nonattainment (Serious) <sup>8</sup>	12/31/2006 (Redesignation request submitted) <sup>9</sup>	Nonattainment
PM2.5	24-Hour (35 µg/m <sup>3</sup> )	Nonattainment	12/31/2006 (Redesignation request submitted) <sup>9</sup>	Unclassified
Lead	3-Months Rolling (0.15 µg/m <sup>3</sup> )	Nonattainment (Partial) <sup>8</sup>	12/31/2015	Nonattainment (Partial) <sup>9</sup>

Notes:  
<sup>1</sup> Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.  
<sup>2</sup> A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.  
<sup>3</sup> Obtained from <http://www.aro.ca.gov/design/sdm/sdm.htm>.  
<sup>4</sup> 1-hour O<sub>3</sub> standard (0.13 ppm) was revoked, effective June 15, 2003; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.  
<sup>5</sup> 1997 8-hour O<sub>3</sub> standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O<sub>3</sub> standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.  
<sup>6</sup> New NO<sub>2</sub> 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO<sub>2</sub> standard retained.  
<sup>7</sup> The 1971 annual and 24-hour SO<sub>2</sub> standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO<sub>2</sub> 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.  
<sup>8</sup> Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA.  
<sup>9</sup> Partial Nonattainment designation - Los Angeles County portion of Basin only.

## Construction Emissions

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

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

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

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as demonstrated in Table 4 because the site is substantially developed and construction will primarily consist of tenant improvements. Therefore the impact would be considered less than significant.

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

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Grading						
On-Site <sup>2</sup>	3.08	33.89	17.10	17.10	4.33	2.95
Off-Site <sup>3</sup>	0.10	0.07	0.84	0.00	0.17	0.05
Total	3.17	33.96	17.95	17.11	4.50	2.99
Building Construction						
On-Site <sup>2</sup>	3.11	26.55	18.18	0.03	1.79	1.68
Off-Site <sup>3</sup>	0.97	6.53	7.84	0.02	1.68	0.50
Total	4.09	33.08	26.03	0.05	3.47	2.18
Paving						
On-Site <sup>2</sup>	1.82	17.52	14.80	0.02	0.96	0.88
Off-Site <sup>3</sup>	0.09	0.06	0.74	0.00	0.17	0.05
Total	1.91	17.58	15.54	0.02	1.12	0.93
Architectural Coating						
On-Site <sup>2</sup>	66.83	2.01	1.85	0.00	0.15	0.15
Off-Site <sup>3</sup>	0.14	0.10	1.19	0.00	0.27	0.07
Total	66.97	2.10	3.04	0.01	0.42	0.22
Total of overlapping phases <sup>4</sup>	72.97	52.77	44.61	0.08	5.01	3.33
SCAQMD Thresholds	75	100	550	150	150	55
Exceeds Thresholds	No	No	No	No	No	No
Notes: <sup>1</sup> Source: CalEEMod Version 2016.1.3 <sup>2</sup> On-site emissions from equipment operated on-site that is not operated on public roads. <sup>3</sup> Off-site emissions from equipment operated on public roads. <sup>4</sup> Construction, architectural coatings and paving phases may overlap.						

## Localized and Regional Operational Emissions

The project site is substantially built and will consist primarily of tenant improvements inside the existing building. Some localized emission will occur by construction workers traveling to and from the project site. However, Localized and Regional operational emissions will therefore be negligible.

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

### A. Criterion 1 - Increase in the Frequency or Severity of Violations

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

### B. Criterion 2 - Exceed Assumptions in the AQMP?

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

the AQMP.

Based on the provisions of Criterion 1, the proposed project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur and no mitigation is required.

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

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

IV.	BIOLOGICAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	migratory wildlife corridors, or impede the use of native wildlife nursery sites?				
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: San Jacinto General Plan EIR, Harmsworth Associates, General Biological Study, September 1, 2005, WRCOG Regional Conservation Authority <http://wrcra.maps.arcgis.com/>

#### Regulatory Setting:

This review of local governmental agencies plans and information provided by the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) for Assessor's Parcel Numbers (APNs) 435-190-055.

#### Findings of Fact:

a),and f) The project site is located within the MSHCP Conservation Area for Western Riverside County. Section 6 of the MSHCP states that all projects must be reviewed for compliance with plan policies pertaining to riparian and riverine resources, Criteria Area plants species, Narrow Endemic Plant Species, urban/wildlands interface, and additional survey needs as applicable. The MSHCP did not identify the project site as has having habitat for any Criteria Area or Narrow Endemic plant species. The project site is within the survey area of the Burrowing Owl. Mitigation Measure **BIO-1** will address impacts on the Burrowing Owl. As a result, the impact is less than significant.

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

c) Vernal pools are defined by the MSHCP as "seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. . . . Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records" (Riverside County Transportation and Land Management Agency, website address: <http://www.rctlma.org>). The project site is developed and there is no potential impact on any riparian habitat. No mitigation is required.



- d) The project site lies within the range of the burrowing owl and Stephens Kangaroo Rat habitats. Although the site is developed, in the event there would be any demolition and regrading of surface areas, Mitigation Measure BIO-1 would be implemented.

#### Burrowing Owl

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

The entire project site is within the survey area for the burrowing owl. Habitat for burrowing owl was assessed in accordance with MSHCP “Burrowing Owl Survey Instructions”. The assessment included looking for burrowing owl burrows, whitewash, pellets, animal remains and other burrowing owl indicators. Burrowing owls need sparse shrubby habitat (such as grasslands and desert scrub) to provide food for their insect and other small prey items. The site does not contain any sparse shrubby habitats or similar grassland habitats preferred by this species. The project site has been developed making it highly unlikely, but not impossible, that birds will nest in suitable habitat on site. Because site conditions may change over time, a pre-construction burrowing owl survey shall be conducted within 30 days of initial site grading under Mitigation Measure BIO-1.

#### Stephens Kangaroo Rat

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

The site is not within a cell, nor is it adjacent to any Criteria Cells that are part of the Reserve Assembly for the San Jacinto Valley Area Plan (Plan). This project will not effect any reserve assembly for the Plan and no mitigation is required.

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

#### **Mitigation Measure:**

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

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

Source: *San Jacinto General Plan. Report of Phase I Archaeological Assessment of Parkside Project, Parcel Map 34515, City of San Jacinto, Riverside County, CA, Archaeological Resource Management Corp., April 26, 2006; Tribal Consultations under SB 18 and AB 52 conducted in 2018.*

#### Findings of Fact:

a) Historical resources – The project site is developed and contains no historic resources. No resources were observed during a Phase I field survey prior to development of the site.

b) Archaeological resources – Prior field survey results of the site were inconclusive due to poor ground visibility. A Tribal Consultation has been conducted pursuant to SB 18 and AB 52 in order to gain input from local Tribes regarding the potential for archaeological resources to be discovered. As a result, mitigation Measures CR 1 through CR 5 have been identified to reduce the potential impact on cultural resources to a level of insignificance.

c) Paleontological Resources - The project site has been developed and no grading is proposed that could impact paleontological resources. Therefore, there is no impact and no mitigation is required.

d) Human remains - Although no grading is proposed that would yield possible human remains, and although there is no evidence suggesting human remains would be discovered, a protocol is set for the in Mitigation Measures CR 1 through CR 5 that must be followed in the event human remains are found. If human remains are discovered, there is an established legal framework that must be adhered to. All discovered human remains shall be treated with respect and dignity. California State Law requires a defined protocol if human remains are discovered in the state of California, regardless if the remains are modern or archaeological.

e) Tribal Cultural Resources – SB 18 and AB 52, are in effect that requires a lead agency to consider a project's impacts on Tribal Cultural Resources (TCRs). TCRs as defined in Public

Resources Code. Under SB 18 and AB 52, the CEQA Lead Agency is required to begin consultation with a California Native American Tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. Tribal consultation can be initiated once a project application is deemed complete or upon a decision by the City to undertake the project. Once the Lead Agency has contacted necessary tribal governments, tribes have 30 days to respond with comments or request consultation. Consultation concludes when either: the parties agree on measures to mitigate or avoid significant impacts to TCRs or a party, in good faith and after reasonable effort, concludes that a mutual agreement cannot be reached.

The City of San Jacinto contacted the Tribes who had sought notification under SB 18 and AB 52 beginning on June 26, 2018 that concluded on September 26, 2018. The notices included a copy of the cultural resources survey prepared by ARM. The City consulted with the Soboba Band of Luiseno Indians on July 12, 2018 that resulted in an acceptance of the standard City cultural resource mitigation measures listed below. Based on cultural resource report prepared for the project, and the subsequent consultation meeting, the AB 52 process was closed out on June 14, 2018. The SB 18 process will conclude upon action by the legislative body.

#### Mitigation Measures:

**CR 1** Prior to grading permit issuance 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. Pursuant to the Tribal Consultation process, The Soboba Band shall be allowed, under California Public Resources Code § 5097.98 (a), to (1) inspect the site of the discovery and (2) make determinations as to how the human remains and grave goods shall be treated and disposed of with appropriate dignity. The Soboba Band, as MLD, shall complete its inspection within twenty-four (24) hours of receiving notification from either the Developer or the NAHC, as required by California Public Resources Code § 5097.98 (a). The Parties agree to discuss in good faith what constitutes "appropriate dignity" as that term is used in the applicable statutes.

**CR 2** 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.

**CR 3** Prior to grading permit issuance the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground disturbing activities related to the project. The TDA may establish provisions for tribal monitors.

**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 Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission and the Soboba Band of Luiseño Indians shall be notified and appropriate measures provided by State law shall be

implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.

**CR 5** Pursuant to the Tribal Consultation process, reburial of human remains shall be accomplished in compliance with the California Public Resources Code § 5097.98 (a) and (b). The Soboba Band, as the MLD in consultation with the Developer, shall make the final discretionary determination regarding the appropriate disposition and treatment of human remains. All parties are aware that the Soboba Band may wish to rebury the human remains and associated ceremonial and cultural items (artifacts) on or near, the site of their discovery, in an area that shall not be subject to future subsurface disturbances. The Developer should accommodate on-site reburial in a location mutually agreed upon by the Parties. The term "human remains" encompasses more than human bones because the Soboba Band's traditions periodically necessitated the ceremonial burning of human remains. Grave goods are those artifacts associated with any human remains. These items, and other funerary remnants and their ashes are to be treated in the same manner as human bone fragments or bones that remain intact

VI.	GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i)	Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii)	Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii)	Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv)	Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Be located on expansive soil, as defined in Table 18 1 B of the Uniform Building Code (1994), creating	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	substantial risks to life or property?				
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: *San Jacinto General Plan EIR, Geotechnical and Geologic Review for Existing Commercial Building Site, 1091 West Esplanade Avenue, Inland Foundation Engineers, June 14, 2018; Soils Survey for Riverside Area, California, USDA 1971*

### Regulatory Setting

The City of San Jacinto is located in a region crossed by two significant active faults. The San Jacinto fault enters from the north and the Casa Loma fault extends from the east side. The southwesterly portion of the site is located within a State of California "Alquist-Priolo Earthquake Fault Zone" for fault rupture hazard associated with the Casa Loma Fault (San Jacinto Fault Zone). The Casa Loma Fault is locally considered to be the southern splay of the San Jacinto Valley segment of the San Jacinto Fault Zone.

### Findings of Fact

A. i) An active fault zone was encountered during the subsurface trenching, being along the southwestern portion of the site, which corresponds with the known location of the main Casa Loma Fault. The fault zone encountered is coincident with the mapped fault trace as well as with the geomorphic expression of the escarpment. Along the southwestern portion of the subject site where active faulting was encountered, a Restricted-Use Zone for human occupancy structures was established. As recommended by the State of California, a 50-foot wide building setback should be used from the edge of an active fault for habitable structures (defined as 2,000 person hours per year). The Restricted-Use Zone was shown on the Geologic Map in the report and is delineated by the Building Setback Lines. The limits of the "Building Setback Line", and conversely the "Restricted-Use Zone", were established by survey of the fault location and trenching.

A.ii) Moderate to severe ground shaking could be anticipated during the life of the proposed development. Ground shaking from earthquakes accounts for nearly all earthquake losses. The consulting geologist recommended that all structures be designed to at least meet the current California Building Code provisions in the latest CBC edition (2001); however, it was noted that the building code is described as a minimum design condition and is often the maximum level to which structures are designed. Structures that are built to minimum code are designed to remain standing after an earthquake in order for occupants to safely evacuate, but then may have to ultimately be demolished. It is the responsibility of both the property owner and project structural engineer to determine the risk factors with respect to using CBC minimum design values for the subject project.

A. iii) Liquefaction is the process in which loose, saturated granular soil loses strength. The strength loss is a result of decrease in granular soil volume and a positive increase in core pressure. Groundwater was not encountered during the geotechnical investigation. A groundwater level of 150 feet was assumed in the analyses. No impact is expected.

A.iv) The site consists of relatively level ground and is not immediately adjacent to any natural slopes of hillsides that could be potentially susceptible to slope instability. Significant caving did not occur within the exploratory borings. The report recommended that all excavations be configured in



accordance with the requirements of CalOSHA and that the soils be classified as Type C. Therefore, risks associated with slope instability and landslides is considered less than significant. No mitigation is required.

b) No evidence of soil erosion was observed on the site. The site is mostly be paved excepting the landscape slopes descending from adjoining streets. The impact is less than significant by following the geotechnical recommendations for site preparation and construction. No mitigation is required.

c) Visual observations of the concrete floor slabs and walls of the structure did not reveal indications of apparent structural distress or damage within the building interior. Erosional undermining of the slab was observed at several locations along the northerly exterior wall. This erosion appears to have been caused by a leaking water or sprinkler pipe. The extent of undermining is not known. The field review indicates that the site grading, backfill placement, and other geotechnical work was conducted in accordance with the recommendations of the 2005 preliminary geotechnical investigation report. Adherence to these recommendations will reduce the impact to a level of insignificance.

d) The native alluvial soils were described as sands, silty and clayey sands and fine-grained deposits. Within the exploratory borings, the relative compaction of the relatively undisturbed native soil ranged from 74 to over 90 percent. The average relative compaction of the soil within the upper ten feet was approximately 83 percent, with a statistical uncertainty of approximately 5 percent. Laboratory testing indicated some native soils within the zone of influence to the proposed development were moderately plastic and assumed to be expansive. Expansion indices of 49 and 55 were indicated by the laboratory testing. Plasticity indices within the upper fifteen feet ranged from 2 to 5. The impact is considered less than significant level.

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

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

Source:

#### Regulatory Setting

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

**Intergovernmental Panel on Climate Change.** In 1988, the United Nations and the World Meteorological Organization established the Intergovernmental Panel on Climate Change to assess the scientific, technical and socio-economic information relevant to understanding the scientific basis

of risk of human-induced climate change, its potential impacts, and options for adaptation and mitigation.

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

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

On December 8, 2012, the Doha Amendment to the Kyoto Protocol was adopted. The amendment includes: New commitments for Annex I Parties to the Kyoto Protocol who agreed to take on commitments in a second commitment period from 2013 – 2020; a revised list of greenhouse gases (GHG) to be reported on by Parties in the second commitment period; and Amendments to several articles of the Kyoto Protocol which specifically referenced issues pertaining to the first commitment period and which needed to be updated for the second commitment period.

National programs include the following:

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

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

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

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

California state program include the following:

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

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

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

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

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

The Project is within the South Coast Air Basin, which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD Regulation XXVII currently includes three rules:

- ☐ The purpose of Rule 2700 is to define terms and post global warming potentials.
- ☐ The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- ☐ Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD.

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO<sub>2</sub>e per year for stationary/industrial sources and 3,000 metric tons of CO<sub>2</sub>e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects.

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

The current draft thresholds consist of the following tiered approach:

- ☐ Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- ☐ Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- ☐ Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
  - All land use types: 3,000 MTCO<sub>2</sub>e per year
  - Based on land use types: residential is 3,500 MTCO<sub>2</sub>e per year; commercial is 1,400 MTCO<sub>2</sub>e per year; and mixed use is 3,000 MTCO<sub>2</sub>e per year
- ☐ Tier 4 has the following options:
  - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
  - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
  - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO<sub>2</sub>e/SP/year for projects and 6.6 MTCO<sub>2</sub>e/SP/year for plans;
  - Option 3, 2035 target: 3.0 MTCO<sub>2</sub>e/SP/year for projects and 4.1 MTCO<sub>2</sub>e/SP/year for plans
- ☐ Tier 5 involves mitigation offsets to achieve target significance threshold.

City of San Jacinto local authority includes the following:

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

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

**Goal: Resource Management Goal 6: Improve air quality.**

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

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

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

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

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

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

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

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

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

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

Findings of Fact:

a) The project site is substantially developed with a building, a parking lot, and landscaping. Construction will largely be limited to tenant improvements and rehabilitation of the parking lot and landscaping. The resulting impact will be negligible and no mitigation is required.

Operational emissions occur over the life of the project. The SCAQMD draft threshold and WRCOG Subregional Climate Action Plan (CAP) screening threshold is 3,000 metric tons CO<sub>2</sub>e per year. The project falls well below these screening thresholds.

b). The reduction threshold required by the WRCOG CAP is 15 percent from 2010 Baseline emissions. Therefore, with incorporation of regulations, the proposed project would meet the WRCOG CAP reduction requirement, and result in a less than significant individual and cumulative impact for GHG emissions and no mitigation is required.

VIII.	HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f)	For a project within the vicinity of a	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	private airstrip, would the project result in a safety hazard for people residing or working in the project area?				
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

☒

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

Findings of Fact:

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

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

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

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

g) The proposed school campus on a developed site has an internal circulation system, including clear zones for emergency vehicles responding to calls at the site. Sufficient access points are provided at Esplanade Avenue and Palm Avenue. Potential impacts are considered less than significant.

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

IX.	HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	During project construction, will it create or contribute Urban Runoff that would violate any water quality standards or waste discharge requirements, including the term's of the City's municipal separate stormwater sewer system permit? For purposes of Section VIII, "Urban	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

Source: San Jacinto General Plan EIR .

a) The project site is substantially developed and limited exterior development is required for parking lot resurfacing and re-landscaping. The impact is less than significant.

b) The project site is developed and will not increase imperviousness surface. Therefore there is no impact.

c) to e) The proposed project contains parking areas for vehicles that will accumulate oil and grease



discharge from parked cars. Runoff controls are in place by design in the form of BMPs to control surface runoff. Therefore, the impact is less than significant.

f) and m) The project site has been developed and no additional impervious surfaces will be created. Therefore, a Preliminary water Quality Plan is not required. There will be less than one acre of land disturbance which will exempt the project from SWPPP requirements. The improvements that are in place are not in conflict with any water quality or waste discharge standard. The impacts is therefore less than significant and no mitigation is required.

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

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

k) and l) The storm water improvements are in place at the project site. The proposed use will not alter the rate of surface flow. As designed, and subject to review and approval of the project hydrology study, the proposed improvements will control projected storm water runoff from the campus. This will result in a less than significant impact.

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

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

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

X.	LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	of avoiding or mitigating an environmental effect?				
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"/>

Source: San Jacinto General Plan, Development Code, and WRCOG Regional Conservation Authority  
<http://wrcrca.maps.arcgis.com/>

**Findings of Fact:**

a) The proposed campus is part of an approved office and residential complex where access, circulation, landscaping, and utilities are integrated and coordinated. The proposed campus can function independently from adjoining parcels within the complex as they are developed. Therefore there is no impact and no mitigation is required.

b) The proposed campus is designated as Industrial (I) on the San Jacinto General Plan (SJGP) Land Use Map (Figure LU-1). Education facilities are not an allowable use in the Industrial designation. Therefore, a General Plan Amendment has been filed to change the designation to Business Park (BP) where education facilities are allowed with a Conditional Use Permit. The proposed campus is zoned as Light Industrial (LI) and a Change of Zone has been filed to designate the site as Business Park (BP). These changes will eliminate any conflicts between the proposed use and applicable land use plans and policies. Therefore, the impact is less than significant and no further mitigation is required.

c) The project site is located within the MSHCP Conservation Area. The site does not lie within a cell group or cell conservation area. Therefore the proposed project is consistent with community conservation plans and no mitigation is required.

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

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

**Findings of Fact:**

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

XII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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"/>
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"/>

Source: San Jacinto General plan and *Parkside Preliminary Acoustical Study*, San Jacinto, CA, RK Engineering Group, March 20, 2006

#### Regulatory Setting:

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

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

## Findings of Fact:

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

Section 8.40.040(A-E) from the noise ordinance outlines the City's exterior noise limits as it relates to stationary noise sources. (A) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone: Table 5 outlines the allowable exterior noise level.

**Table 5 Allowable Exterior Noise Level<sup>1</sup>**

Noise Zone	Type of Land Use	Allowed Equivalent Noise Level, Leq <sup>2</sup>	
		7:00 am to 10:00 pm	10:00 pm to 7:00 am
I	Single-Family Residential	65 dBA	45 dBA
II	Multifamily Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA
Notes:			
1. If the ambient noise exceeds the resulting standard, the ambient noise level shall be the standard.			
2. Measurements for compliance are made on the affected property pursuant to Section 8.40.160.			

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

a) and c) As shown in Table 6, exterior noise levels at the existing structure are 64.4 (Floor 1) and 66.3 (Floor 2) dBA CNEL along Palm Avenue. The measured noise level and field notes indicate that traffic noise from Palm Avenue is the main sources of noise impacting the project site and surrounding area. There would be a short-term increase in noise during construction activities. Vehicles and equipment will be required to stage as far as possible from adjoining residences as a best management practice, and construction activities will be limited to the hours set forth under the City's noise ordinance. As demonstrated in Table 6 interior noise levels will comply with noise standards under "Windows Open" and "Windows Closed" conditions. It should be noted that Palm Avenue is not currently a through street and the connecting link between existing segments of the street are planned to be install in the near future by a nearby housing development. The analysis was based on Palm Avenue constructed to city standards as a through street. Therefore, the impact is less than significant and no mitigation is required.

**Table 6 Projected Interior Noise Levels (dBA CNEL)**

	Floor	Noise Impact at Facade from		Minimum Required Interior Noise Reduction	Projected Noise Level Using Standard California Construction Windows (STC $\geq$ 25)	
		Palm Avenue	Esplanade Avenue		"Windows Open"	"Windows Closed"
Existing Building	1	64.4	--	19.4	52.4	44.4
	2	66.3	--	21.3	54.3	46.3

b) Construction activities can produce vibration that may be felt by adjacent residential land uses. The proposed project has been developed and further work will be limited to resurfacing the parking lot and re-landscaping. Therefore the impact from vibration will be less than significant and no mitigation is required.

d) Construction activities will be limited and occur within the allowable times as described in the City's Municipal Code (Section 8.40.090). Noise during construction is largely mitigated by distance to the nearest sensitive receptors, (residential and park uses) and will not produce an increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to further reduce construction noise under mitigation measure N-1. The impact is considered less than significant.

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

f) The project site does not lie within the vicinity of a private aircraft landing strip. Therefore, there is no impact and no mitigation is required.

**Mitigation Measure:**

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

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

XIII.	POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
<p>a) Source: San Jacinto General Plan and field review</p> <p>Findings of Fact:</p> <p>a) The proposed project will establish a 6-12 education facility. The project functions as infill development where services are already in place and no new building construction is proposed. Therefore, the impact is less than significant.</p> <p>b) and c) The project site is already developed. Therefore, no housing or population will be displaced by the proposed development. There is no impact and no mitigation is required.</p>					
XIV.	PUBLIC SERVICES. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Fire Department <http://www.rvcfire.org/stationsAndFunctions/FireStations/> Sam Jacinto Public Works Department, San Jacinto General Plan

a) The Riverside County Fire Department provides fire protection and emergency medical services under contract to the City. The nearest fire station is Station No. 25 located at First and San Jacinto Avenue, with back up from Station No. 78 on Cottonwood Avenue. Winter staffing consists of three fire fighters and on engine. The force is doubled during the summer months. The project site is not located within a designated High Fire Area, according to the San Jacinto General Plan. The project will be designed, constructed, and operated under applicable fire prevention standards, and under the California Building Code. Development Impact fees will be required as a condition of approval. These fees may be adjusted to accommodate additional equipment and/or personnel needs necessary to serve this development.

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

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

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

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

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

effect on the environment?					
Source: Police, Fire and staff review					
Findings of Fact:					
a-b) The scope and size of the project would not require any facility expansion. The project will be conditioned to pay development impact fees to offset impacts upon police and fire services.					
XVI.	TRANSPORTATION / TRAFFIC. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
Source: River Springs Charter School (CUP 18-01) Traffic Impact Analysis, LOS Engineering, June 15, 2018,					



Findings of Fact:

a) and f) The project site lies at the northeast corner of Esplanade Avenue and Palm Avenue. The frontage of both streets are constructed to City standards and have sufficient capacity to accommodate project-related traffic. Regional transportation improvements throughout the County of Riverside are funded through a combination of direct project mitigation, fair share contributions, or development impact fee programs such as the City's adoption of the Transportation Uniform Mitigation Fee (TUMF) program and the City of San Jacinto Development Impact Fee (DIF) program. It is anticipated that the proposed project will be subject to the TUMF and the City's DIF.

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

The project's contribution to the aforementioned transportation impact fee programs should be considered sufficient to address the project's fair share towards mitigation measure(s) designed to alleviate the cumulative impact.

Riverside Transit Agency which provides bus service within the City. The Riverside Transit Agency (RTA) maintains several bus routes within San Jacinto to which Route 32 travels through the intersection of W. Esplanade Ave/San Jacinto Ave (east of the project site) and Route 42 travels through the intersection of W. Esplanade Ave/State St (east of the project site). There is no transit service along W. Esplanade Ave adjacent to the project site. Sidewalks and curb ramps are constructed at the site. While the site lacks a full range of transit facilities, the proposed project will not conflict with transit plans and policies. Therefore, the impact is less than significant and no mitigation is required.

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

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

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

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. The Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017) provides trip generation rates. Using ITE trip rates, the charter school is calculated to

generate 1,331 ADT with 399 peak hour trips between 8-9 AM (243 inbound and 156 outbound) and 218 peak hour trips between 3-4 PM (85 inbound and 132 outbound).

Project traffic will use an existing driveway. Student drop-off and pick-up will occur on-site with the forecasted queuing to remain on-site with a single lane queue. The school can double up the vehicle queue if needed (i.e. double lane on-site storage as done at other locations).

The operational findings are summarized below by scenario:

- 1) Under existing conditions, the study intersections were calculated to operate at LOS C or better.
- 2) Under existing + ambient + project conditions, the study intersections were calculated to operate at LOS C or better as shown in Table 7.

**Table 7**

**TABLE 4: EXISTING + AMBIENT + PROJECT INTERSECTION LOS**

Intersection and Movement Study (Analysis)1			Exiting + Ambient + Project Intersection Deficient?		
	Period	Delay2	LOS3		
1) S. Lyon Ave at	All AM	15.1	B	No	
W. Esplanade Ave (S)	All PM	17.5	B	No	
2) N. Palm Ave at	All AM	18.3	B	No	
W. Esplanade Ave (S)	All PM	18.2	B	No	
3) Parkside Ln/	EB L AM	0.2	A	No	
Loop Rd at	SB R AM	9.8	A	No	
W. Esplanade Ave (S)	EB L PM	0.1	A	No	
	WB R PM	10.2	B	No	
4) N. State St at	All AM	20.0	B	No	
W. Esplanade Ave (S)	All PM	34.5	C	No	
5) S. Santa Fe at	All AM	14.9	B	No	
W. Esplanade Ave (S)	All PM	18.8	B	No	
6) S. San Jacinto Ave at	All AM	20.6	C	No	
W. Esplanade Ave (S)	All PM	28.5	C	No	
7) N. Palm Ave at	WB L AM	9.8	A	No	
Parkside/Loop Rd (U)	WB L PM	9.3	A	No	
8) Parkside/Loop Rd at	All AM	4.9	A	No	
Project Access (R)	All PM	4.2	A	No	

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, (R) Roundabout. 2) Delay - HCM Average Control Delay in seconds. 3) LOS: Level of Service.

Under existing + ambient + project + cumulative conditions, the study intersections were calculated to operate at LOS D or better as shown in Table 8. No intersection deficiencies were calculated; therefore, no off-site improvements are required.

**Table 8**  
**EXISTING + AMBIENT + CUMULATIVE + PROJECT INTERSECTION LOS**

Intersection and (Analysis)	Movement	Study Period	Existing + Ambient + Cumulative + Project Delay	LOS	Intersection Deficient?
1) S. Lyon Ave at W. Esplanade Ave (S)	All	AM	19.1	B	No
	All	PM	21.5	C	No
2) N. Palm Ave at W. Esplanade Ave (S)	All	AM	20.2	C	No
	All	PM	24.0	C	No
3) Parkside Ln/ Loop Rd at W. Esplanade Ave (S)	EB L	AM	0.2	A	No
	SB R	AM	10.4	B	No
	EB L	PM	0.1	A	No
	WB R	PM	10.9	B	No
4) N. State St at W. Esplanade Ave (S)	All	AM	24.9	C	No
	All	PM	51.9	D	No
5) S. Santa Fe at W. Esplanade Ave (S)	All	AM	16.4	B	No
	All	PM	23.4	C	No
6) S. San Jacinto Ave at W. Esplanade Ave (S)	All	AM	40.2	D	No
	All	PM	54.7	D	No
7) N. Palm Ave at Parkside/Loop Rd (U)	WB L	AM	9.8	A	No
	WB L	PM	9.3	A	No
8) Parkside/Loop Rd at Project Access (R)	All	AM	4.9	A	No
	All	PM	4.2	A	No

Notes: 1) Intersection Analysis - (S) Signalized, (U) Unsignalized, (R) Roundabout. 2) Delay - HCM Average

The analysis shows all study intersections to operate at an acceptable level of service. Therefore the impact is less than significant and no mitigation is required.

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

d) All streets serving the proposed project are in place and are constructed to City standards. There will be no resulting impact and no mitigation is required.

e) The design of the proposed project provides multiple points of access for emergency vehicles. Fire hydrants have been spaced to accommodate fire hoses. Emergency response travel lanes have been incorporated into project design free of obstructions with parking prohibited. These actions reduce the impact to a level of insignificance and no mitigation is required.

XVII.	UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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"/>
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
f)	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"/>

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

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

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

c-d) Storm drain improvements already exist in and around the project site. No additional improvements will be necessary. The impact is less than significant and no mitigation is required.

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

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) The project site has been developed and will not impact biological resources. The site is not located within the Riverside County Multi-species Habitat Conservation Plan. No evidence of cultural resources were observed prior to development. No impact will occur on any biological. Mitigations are in place to address any subsurface cultural resources.

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

c) Implementation of the proposed project will not contribute toward any cumulative significant impacts. Mitigation measures have been identified to reduce all impacts to a level of insignificance. On the basis of the above findings, the proposed project will have less than a significant impact relating to cumulative impacts.

d) By adhering to the provisions of the San Jacinto General Plan and the San Jacinto Development Code, the project will not cause substantial adverse effects on human beings, either directly or indirectly. The findings of this initial study have determined that each potential impact will have a

less than significant impact, or impacts can be reduced to a level of insignificance under the recommended mitigation measures.

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## **APPENDIX 1 / AB 52 TRIBAL CONSULTATION LOG**