



# ENVIRONMENTAL ASSESSMENT FORM INITIAL STUDY (IS)

---

**1. Project Case Number(s):**

SPDR-18-04 – Site Plan Design Review  
TPM-35511 – Tentative Parcel Map – To Subdivide 2.2-Acres Into 3 Parcels  
CUP-18-04 – Conditional Use Permit – Service Station w/Convenience Store  
MUP-18-05 – Minor Use Permit – Fast Food Restaurant with Drive-Through  
MUP-18-06 – Minor Use Permit – Automotive Repair/Maintenance/Installation  
VAR-18-07 – Variances – Setback and Parking

**2. Project Title:** San Jacinto Retail Center (Project)

**3. Public Comment Period:** March 29, 2019 to April 17, 2019

**4. Lead Agency:** Kevin White, Senior Planner  
City of San Jacinto  
Planning Department  
595 S. San Jacinto Avenue  
San Jacinto, CA 92583  
[kwhite@sanjacintoca.gov](mailto:kwhite@sanjacintoca.gov)

**5. Documents Posted At:**

[https://www.sanjacintoca.gov/city\\_departments/community\\_development/planning/c\\_e\\_q\\_a](https://www.sanjacintoca.gov/city_departments/community_development/planning/c_e_q_a)

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

**7. Project Sponsor:**

**Applicant/Developer/Property Owner**

Don Veasey  
Kal Pacific  
31045 Temecula Parkway, Suite 201  
Temecula, CA 92592  
(951) 587-9450  
[don@kalpacific.com](mailto:don@kalpacific.com)

**8. Project Location:** Northwest corner of State Street and Cottonwood Avenue, in the City of San Jacinto, California, as shown in Figure A – Aerial Map. The Project site is located in Section 27 of Township 4 South, Range 1 West, Lakeview 7.5 Quadrangle U.S. Geological Survey (USGS), San Bernardino Base and Meridian (SBBM) and is comprised of Tax Assessor Parcel Numbers (APN) 434-050-032.

**9. General Plan Designation:** CC – Community Commercial

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

**10. General Plan Neighborhood Designation:** De Anza Neighborhood

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

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

**12. Existing Zoning:** CG-UC – Commercial Neighborhood & Urban Corridor Combining Overlay Zones

The CG Zone is a “Clearly Compatible” Zone with the CC General Plan designation. The CG Zone is applied to areas appropriate for general commercial and daily shopping needs of a broad market area. The CG zone may allow a wide range of retail sales and business, professional, and personal services that are accessible to transit corridors. This zone allows a maximum floor area ratio (FAR) of 0.40 with an average intensity of a FAR of 0.12.

The UC – Urban Corridor Combining Overlay Zone is applied to various zones along the major urban corridors of the City. The intent is to establish community design principles and standards that promote land use compatibility among the diverse zones situated along the corridors. The corridors are important to the City in projecting a positive image of the community while also enhancing the quality of life for the users and occupants. The UC – Combining/Overlay Zone is consistent with all land use designations in the General Plan. (Figure C – Zoning).

**13. Surrounding Land Uses and Setting:**

	Land Use	General Plan	Zoning
<b>Project Site</b>	<b>Billboard &amp; Vacant Land</b>	<b>CC – Community Commercial</b>	<b>CG-UC – Commercial Neighborhood &amp; Urban Corridor Combining Overlay</b>
North	Vacant Land	CC – Community Commercial	CG-UC – Commercial Neighborhood & Urban Corridor Combining Overlay
South	Vacant Land	I – Industrial	IL – Industrial Light & Urban Corridor Combining Overlay
East	Vacant Land Commercial Center on SEC	CC – Community Commercial	CG-UC – Commercial Neighborhood & Urban Corridor Combining Overlay
West	Single Family Residential Mobile Homes	MDR – Medium Density Residential	RM – Residential, Medium-Density

## 14. Description of the Project:

### **Environmental Setting**

The Project site is a five-sided, 2.2-acre parcel with 300-feet of frontage on Cottonwood Avenue and 352-feet of frontage on State Street. The site is vacant with only a billboard located along the State Street frontage.

Topographically, the site is flat, with a slight decrease in elevation from the south-east to northwest. The elevation at the southwest corner is 1,534-feet above mean sea level (msl), while the elevation at the northwest boundary is approximately 1,530-feet above msl.

Currently, a portion of the site sheet drains from south to north down the existing slope. This sheet flow is picked up by an existing concrete channel, west of the Project boundary. The remaining portion of the site drains toward the south beginning with sheet flow, then along the existing gutter to the existing storm drain system.

The site appears to have been recently mown/disc'd as evidenced by vehicle tire marks and current annual plant heights that were less than approximately three to four inches throughout the site. Soils onsite are classified as San Emigdio fine sandy loam and range from loose to mostly compacted. Imported gravel is present on portions of the southern site edge.

### **Project Description**

The Project is the subdivision of 2.2-acres into three parcels for the development of a retail center, consisting of three uses, a service station with convenience store, a fast food restaurant and an automotive repair/maintenance/installation facility (Figure D – Site Plan).

The Project includes a number of discretionary approvals as follows:

- Site Plan Design Review SPDR-18-04 for the review of the overall site and building designs.
- Tentative Parcel Map 35511 to subdivide 2.2 gross acres into three parcels.
- Conditional Use Permit CUP-18-04 to permit a service station with a convenience store to have an off-sale beer and wine sales with a finding of Public Convenience or Necessity (PCorN).
- Minor Use Permit MUP-18-05 to permit a fast food restaurant with a drive-through.
- Minor Use Permit MUP-18-06 to an automotive repair/maintenance/installation facility.
- Variance VAR-18-07 for a setback variance to permit a 9.7-foot landscape setback where the Design Guidelines require a 12-foot landscape setback and the Development Code requires a 10-foot street side landscape setback

on Parcel 1; a parking variance to permit 20 parking stalls where 26 are required on Parcel 2; and a parking variance to permit 25 parking stalls where 26 are required on Parcel 3.

### **Site Plan Design Review (SPDR-18-04)**

Under the Site Plan Design Review case, SPDR-18-04, the City will ensure that the Project respects the physical environmental characteristics of the property, provides safe and convenient access and circulation for pedestrians and vehicles, provides high quality design practices, minimizes, or eliminates negative or undesirable visual impacts, provides for adequate dedication of land for public purposes and provides needed public infrastructure.

#### **Parcel 1**

Parcel 1 includes the development of a service station and convenience store. The convenience store totals 2,956-square-feet and the canopy over the 12 service station pump dispensers (six double-sided) is 3,096-square-feet.

#### **Parcel 2**

Parcel 2 includes the development of a 7,689-square-foot building for either:

- An automotive repair/maintenance/installation facility with five-bays; or
- A seven suite commercial space.

Since the automotive use is a more intense use, this environmental review assumes the automotive use. The automotive use proposes six employees.

#### **Parcel 3**

Parcel 3 includes the development of a 2,934-square-foot fast food restaurant with a drive-through.

### **Project Standards**

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



DEVELOPMENT STANDARDS FOR THE PROPOSED CG ZONE				
	Required Permitted	Parcel 1	Parcel 2	Parcel 3
Parcel Area (Net) Minimum	5,000 sq. ft.		34,412 sq. ft.	
Parcel Area (Net) Minimum for Drive Through & Service Stations	12,000 sq. ft.	39,204 sq. ft.		20,473 sq. ft.
Parcel Width	50 ft.		260 ft.	
Parcel Width for Drive Through & Service Stations	100 ft.	254 ft.		177 ft.
Parcel Depth	100 ft.		111	
Parcel Depth for Drive Through & Service Stations	100 ft.	180 ft.		120 ft.
FAR (Maximum) Net	.40	.15	.23	.14
Building Size	Varies	2,956 sq. ft. Store 3,096 sq. ft. Canopy	7,789 sq. ft.	2,934 sq. ft.
Building Height	45 ft.	34 ft.	34 ft.	34 ft.
Impervious Surface (Max)	85%	72%	65%	81%
Structure/Lot Coverage (Max)	50%	.18	.23	.15
Cottonwood Avenue Setback 6-foot parkway 6-foot walk 12-foot landscaping	12 ft. Landscape	9.7 ft.	14 ft.	
State Street Setback 6-foot parkway 6-foot walk 12-foot landscaping	12 ft. Landscape	13 ft.		10.5 – 20.4 ft.
<b>Side Building Interior Setback</b>				
Abutting non-residential	0	60 ft.	45 ft.	20 ft.
Abutting residential	10 ft.		15 ft.	
Side Building Street Setback	10 ft.	9.7 ft.	14 ft.	
<b>Rear Building Setback</b>				
Abutting non-residential	0	6 ft.		15.4 ft.
Abutting residential	15 ft.		15 ft.	

*Items in red require a variance.*

### Building Design (Figures H – L – Elevations)

#### *7 Eleven*

The convenience store is of contemporary commercial building design in earth tone colors. It will be designed with scored stucco “Aesthetic White” walls with a “Keystone Gray” cornice. The primary focal point of the building is at the main entrance of the store on the east elevation. A decorative “Timber Bark” lap siding with “Keystone Gray” cornice tower element is provided over the main doors extending above the parapet. Above the doors is a recessed area in the “Keystone Gray” for placement of signage. A flat metal awning, “Dark Bronze” in color extends over the doors. A similar tower element is provided on the southeast corner with a shorter version on the northwest corner. These towers include recessed areas for elongated windows with signage placed on the lap siding.

The service station canopy will include the corporate image signage and non-illuminated tri-stripe along the top with the “Aesthetic White” behind the signage. The portion of the columns above the dispensers will be “Seal Skin” with the bottom portion of the columns “Keystone Gray.”

## *Buildings B*

Building B is also of contemporary design with the main focal point on the southeast corner of the building with a fifty-foot wide taller element with an angled roof providing for windows at the top with “Aesthetic White” cement plaster arching façade over the storefront doors. To the right of this element are the five bays. Over the bays and the corner element is a steel canopy in “Dark Gray.” The building uses the two colors “Aesthetic White” and “Keystone Gray” throughout with changes in planes for interest.

## *Building C*

Building C has a “Timber Bark” lap siding tower element on the southeast corner with the storefront doors and windows inset. A smaller tower element of “Keystone Gray” is on the northeast corner with the storefront doors and windows inset. The east elevation includes a “Dark Gray” steel awning over the doors and windows. The rest of the building uses the “Aesthetic White” and “Keystone Gray” colors throughout with changes in planes and elongated windows for visual interest.

## Access

The Project, although three parcels, is being designed and built as a single commercial complex as such access will be shared. Primary vehicular access to the Project site will be provided via a one (1) full-access, unsignalized driveway along State Street and one (1) full-access, unsignalized driveway along Cottonwood Avenue.

## Parking

A total of 63 parking stalls are proposed where 68 parking stalls are required for the entire Project. In particular, Parcel 2 requires 26 stalls where 20 are proposed, and Parcel 3 requires 26 stalls where 25 stalls are proposed. As such, the Project includes variances to reduce the parking for Parcels 2 and 3. Bicycle, loading, ADA, Low-Emitting, Fuel Efficient, and Carpool/Vanpool Vehicles, and Electric Vehicle Charging Stations are proposed throughout the Project site.

<b>PARKING ANALYSIS</b>			
<b>Ratio (Gross Floor Area)</b>	<b>Calculation</b>	<b>Required</b>	<b>Provided</b>
<b>Parcel 1</b>			
Convenience Store – 1:225 – plus 1 space for each employee on duty during heaviest traffic 8-hour shift	$2,956/225 + 3 \text{ emp}$	$13 + 3 = 16$	18
<b>Parcel 2</b>			
Vehicle Repair – 4 spaces for each service bay – plus 1 space for each employee on duty during heaviest traffic 8-hour shift	$(4 \times 5) + 6 \text{ emp}$	$20 + 6 = 26$	20
<b>Parcel 3</b>			
Fast Food #1 w/Drive-Through – 1:200 for first 2,000 sq. ft. then 1:60 for anything over 2,000 sq. ft.	$2000/200 = 10$ $934/60 = 16$	26	25
<b>Grand Total</b>		<b>68</b>	<b>63</b>
<b>The above spaces need to include the following:</b>			
<b>ADA Stalls</b>	1 – 25 spaces x 3	3	6
<b>Bicycle Parking</b> – 10% of required parking spaces – 17,330,110	10% x 63	7	7
<b>Cal Green 5.106.4.1.1 – Short term bicycle parking</b> – 5% of new visitor parking spaces being added	5% x 63	4	4
<b>Cal Green 5.106.4.1.2 – Long Term bicycle parking</b> – when 10 or more occupants	5% x of employees	2	2
<b>Low-Emitting, Fuel Efficient and Car-pool/Vanpool Vehicles – Cal Green 5.106.5.2</b> – when 10 or more stalls added	$0 - 9 = 0$ $10 - 25 = 1$ $26 - 50 = 3$	3	3
<b>Electric Vehicle Charging Stations – Cal Green 5.106.5.3</b>	$0 - 9 = 0$ $10 - 25 = 1$ $26 - 50 = 2$	2	2
<b>10' by 25' Loading Space</b>	10,000 to 20,000 sq. ft. = 1	1	1

Items in red require a variance.

### Landscaping & Drainage

Landscaping is proposed along the Project boundaries and throughout the parking lots (Figure G – Preliminary Landscaping). The landscaping at the corner of State Street and Cottonwood Avenue and along Cottonwood Avenue will be used for biofiltration with infiltration. Landscape areas are dispersed throughout the site to receive runoff from adjacent impervious areas. These landscape areas are not self-treating as their sloping allows for run-off to other impervious areas. There will be two (2) biofiltration basins located along Cottonwood Avenue that will treat the runoff from the 7-Eleven parcel (gas station). There will be a trench drain around the gas fueling area which will direct any runoff from this area to an oil/water separator. The location of this separator will be finalized during the construction document phase by 7-Eleven's engineering team. A sub-surface detention/infiltration basin is located on Parcel 2. Stormwater will be collected at either of the two biofiltration basins or the sub-surface detention/infiltration basin.

### Grading (Figure F – Preliminary Grading)

Grading will include 2,250-cubic-yards of cut and 2,250-cubic-yards of fill. Therefore, no dirt will be imported or exported to or from the site. Construction is proposed to begin in early 2019 with the Project operational by late 2019.

### **Tentative Parcel Map 35511**

The proposed parcel map subdivides an existing 2.2-acre site, into three parcels summarized in the table below. This proposed parcel map accommodates the proposed commercial development. (Figure E – Parcel Map 35511)

<b>PM-35511 SUMMARY</b>		
<b>Parcel #</b>	<b>Size Sq. Ft. (Net)</b>	<b>Use</b>
Parcel 1	39,204	Service Station w/Convenience Store/Beer and Wine Sales
Parcel 2	34,412	Automotive
Parcel 3	20,473	Fast Food w/Drive-Through
<b>Total</b>	<b>90,089 sq. ft. or 2.16 net acres</b>	

### **Conditional Use Permit (CUP-18-04) – Convenience Store with Off-Sale Beer and Wine Sales and Findings for Public Convenience or Necessity and Service Station**

Conditional Use Permit, CUP-18-04, is required to permit a service station with a convenience market with off-sale alcohol sales under a Type 20 Alcoholic Beverage Control (ABC) license. The convenience store will have approximately 40-square-feet (1%) of floor area for the off-sale of beer and wine. Because Census Tract number 513.00 already has the five off-sale licenses where a maximum number of four off-sale alcohol licenses are permitted findings of Public Convenience or Necessity (PCorN) is required per State law. It is noted that one of the five existing licenses is proposed to be transferred to this location. The convenience store is proposed to be open 24-hours a day, seven days a week. It is anticipated that there will be three shifts of employees with an average of two employees per shift.

A setback variance has been requested to support a reduction in the required landscape setback on Cottonwood Avenue. A 9.7-foot landscape setback will be provided where the Design Guidelines require a 12-foot landscape setback, and the Development Code requires a 10-foot street side landscape setback.

### **Minor Use Permit (MUP-18-05) – Fast Food Restaurant with a Drive-Through**

This MUP is for the fast food restaurant with the Drive-Through lane on Parcel 3. As designed the site meets all requirements for the use.

A parking variance has been requested to permit 25 parking stalls on Parcel 3 where 26 are required.

### **Minor Use Permit (MUP-18-06) – An Automotive Repair/Maintenance/Installation Facility**

This MUP is for an automotive repair/maintenance/installation facility on Parcel 2. As designed the site meets all requirements for the use except for parking as noted below.

A parking variance has been requested to permit 20 parking stalls on Parcel 2 where 26 are required.

**Variance (VAR-18-07)**

As previously discussed, this Project requires three variances, as follows:

*Under CUP-18-04:*

1. Parcel 1 – a setback variance to permit a 9.7-foot landscape setback where the Design Guidelines require a 12-foot landscape setback and the Development Code requires a 10-foot street side landscape setback.

*Under MUP-18-05:*

2. Parcel 3 – a parking variance to permit 25 parking stalls where 26 are required.

*Under MUP-18-06:*

3. Parcel 2 – a parking variance to permit 20 parking stalls where 26 are required.

**15. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

Consultation under AB 52 commenced on November 1, 2018. The 30-day response period ended on December 3, 2018. Information on the consultation process can be found in Appendix A of this Initial Study.

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

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

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

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

## **18. Other Technical Studies Referenced in this Initial Study (Appendices):**

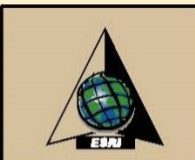
- a. San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019
- b. MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., July 25, 2018
- c. Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., July 25, 2018
- d. Phase 1 Paleontological Resources Inventory for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., August 6, 2018
- e. Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018
- f. Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019
- g. San Jacinto Retail Center Noise Study, prepared by BPG Birdseye Planning Group, July 2019
- h. Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019
- i. Traffic Impact Analysis Report San Jacinto Retail Center, prepared by Linscott, Law & Greenspan, Engineers, May 15, 2018

## **19. Acronyms:**

ADA -	American with Disabilities Act
ALUC -	Airport Land Use Commission
ALUCP -	Airport Land Use Compatibility Plan
AQMP -	Air Quality Management Plan
CEQA -	California Environmental Quality Act
CIWMD -	California Integrated Waste Management District
CMP -	Congestion Management Plan
DTSC -	Department of Toxic Substance Control
EIR -	Environmental Impact Report
EMWD -	Eastern Municipal Water District
EOP -	Emergency Operations Plan
FEMA -	Federal Emergency Management Agency
FMMP -	Farmland Mapping & Monitoring Program
GIS -	Geographic Information System
GHG -	Greenhouse Gas
GP -	General Plan
HCM	Highway Capacity Manual
HOA -	Home Owners' Association
HUSD -	Hemet Unified School District

IS -	Initial Study
LHMP -	Local Hazard Mitigation Plan
LHMWD -	Lake Hemet Municipal Water District
LOS	Level of Service
LST -	Localized Significance Threshold
MSHCP -	Multiple Species Habitat Conservation Plan
MWD -	Metropolitan Water District
NCCP -	Natural Communities Conservation Plan
OEM -	Office of Emergency Services
OPR -	Office of Planning & Research, State
PEIR -	Program Environmental Impact Report
PW -	Public Works
RCEH -	Riverside County Environmental Health
RCFCWCD -	Riverside County Flood Control & Water Conservation District
RCP -	Regional Comprehensive Plan
RCTC -	Riverside County Transportation Commission
RTA -	Riverside Transit Agency
RTIP -	Regional Transportation Improvement Plan
RTP -	Regional Transportation Plan
RWQCB -	Regional Water Quality Control Board
SARWQCB -	Santa Ana Regional Water Quality Control Board
SCAG -	Southern California Association of Governments
SCAQMD -	South Coast Air Quality Management District
SCE -	Southern California Edison
SCH -	State Clearinghouse
SKRHCP -	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP -	Storm Water Pollution Prevention Plan
USFWS -	United States Fish and Wildlife
USGS -	United States Geologic Survey
VMT -	Vehicle Miles Traveled
WQMP -	Water Quality Management Plan
WRCOG -	Western Riverside Council of Governments





## SPDR 18-04 Locational Map



Figure A – Aerial Map



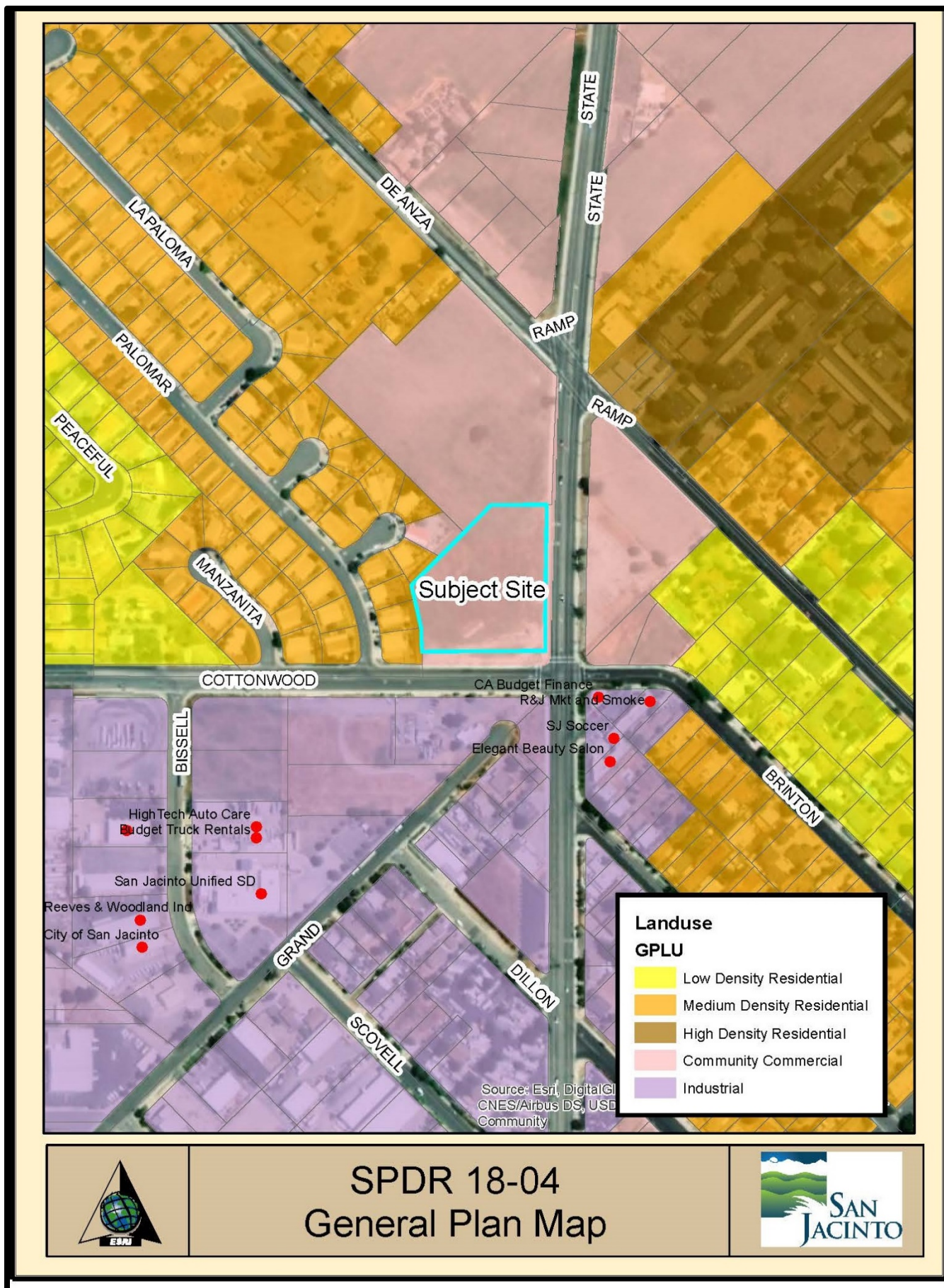
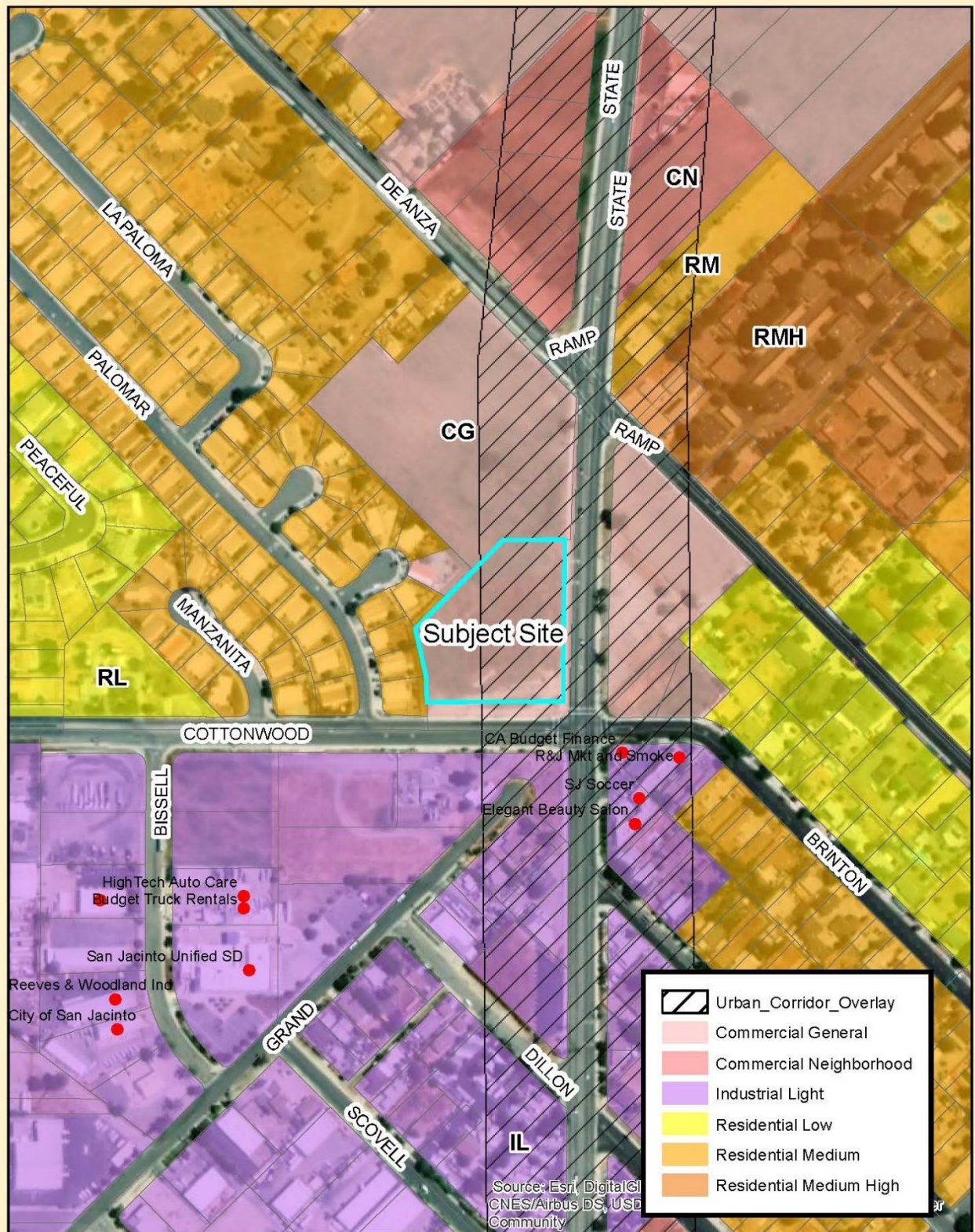


Figure B – General Plan





## SPDR 18-04 Zoning Map



Figure C – Zoning

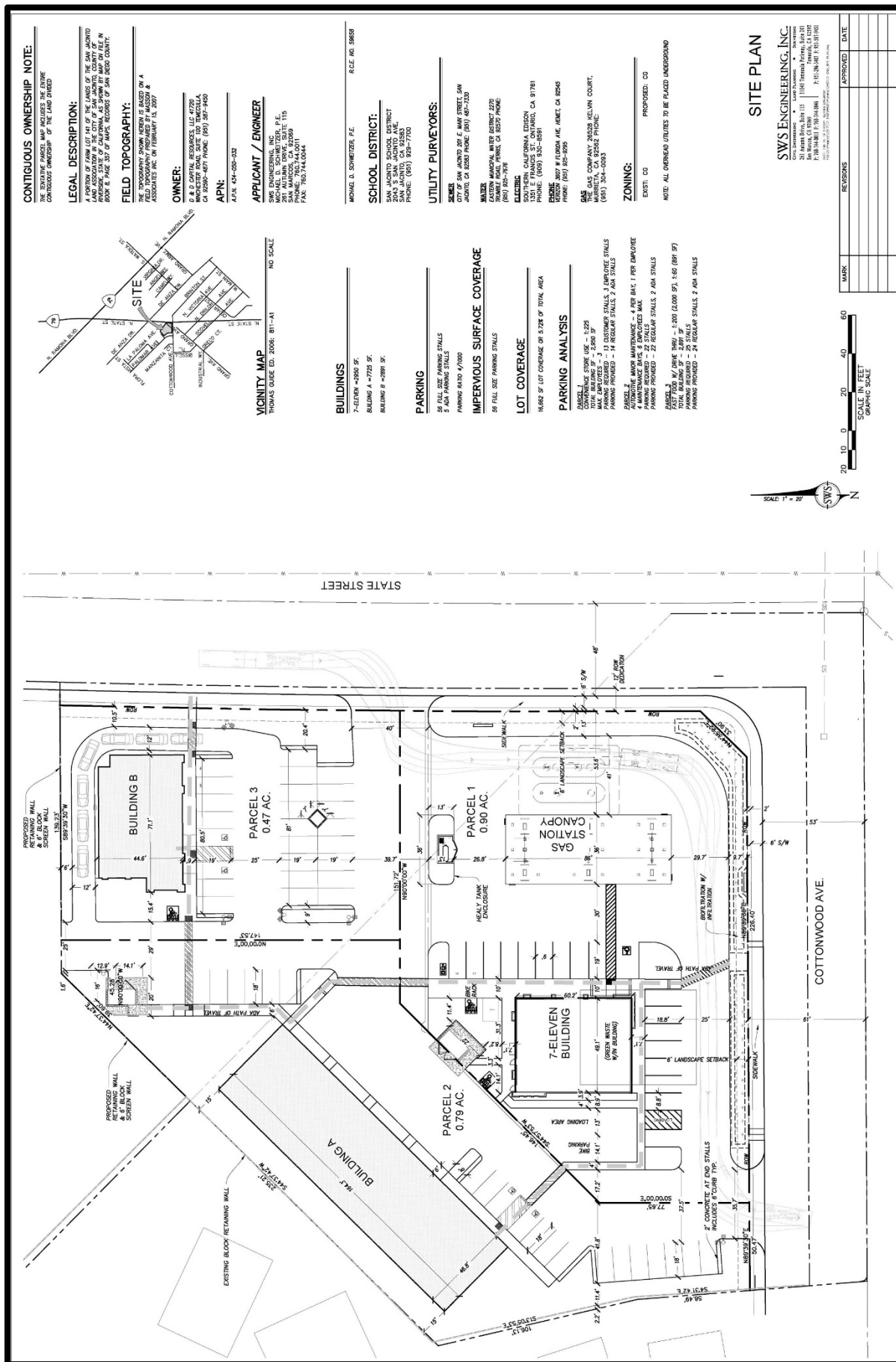
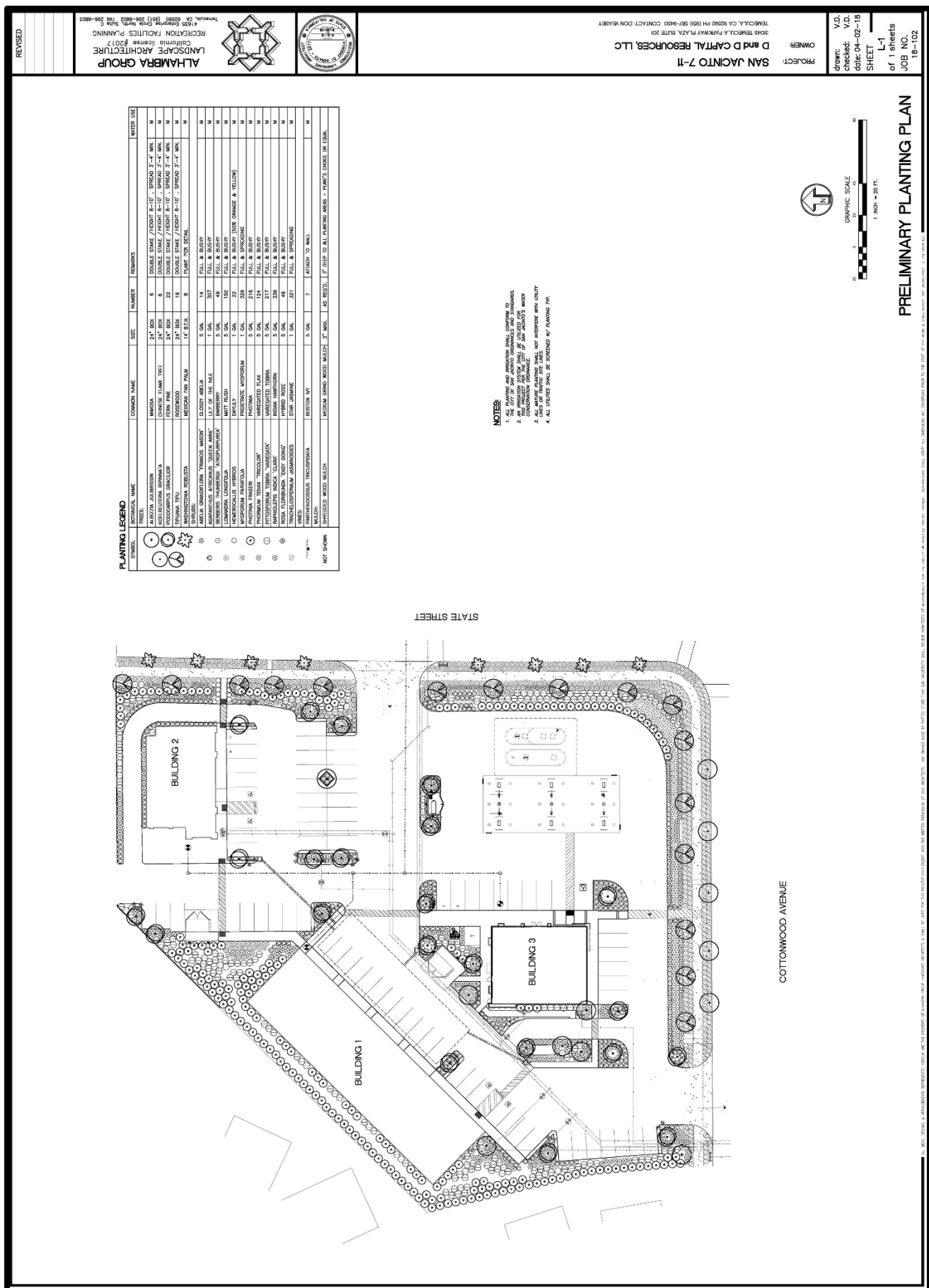


Figure D – Site Plan









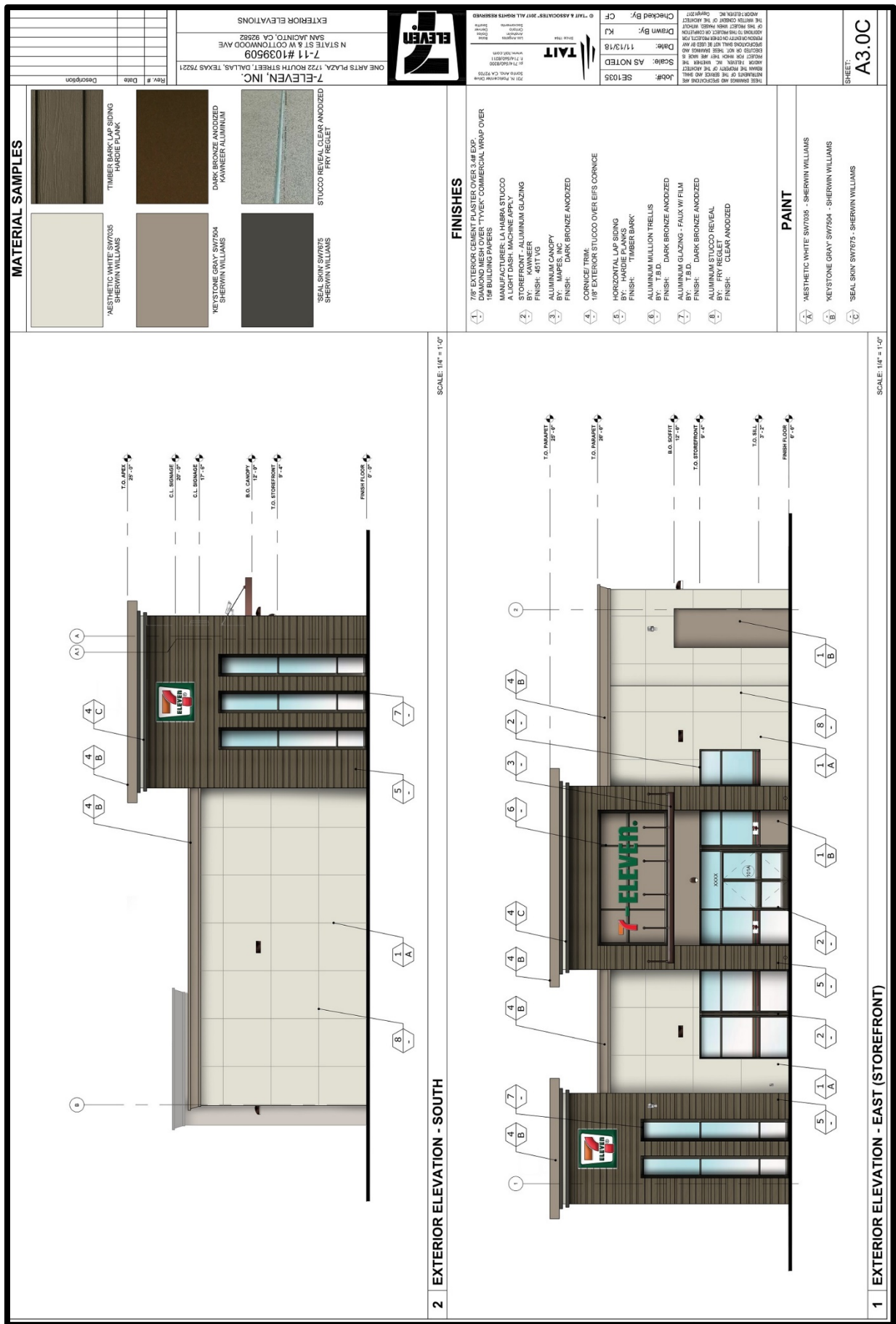


Figure H – 7 Eleven Elevations

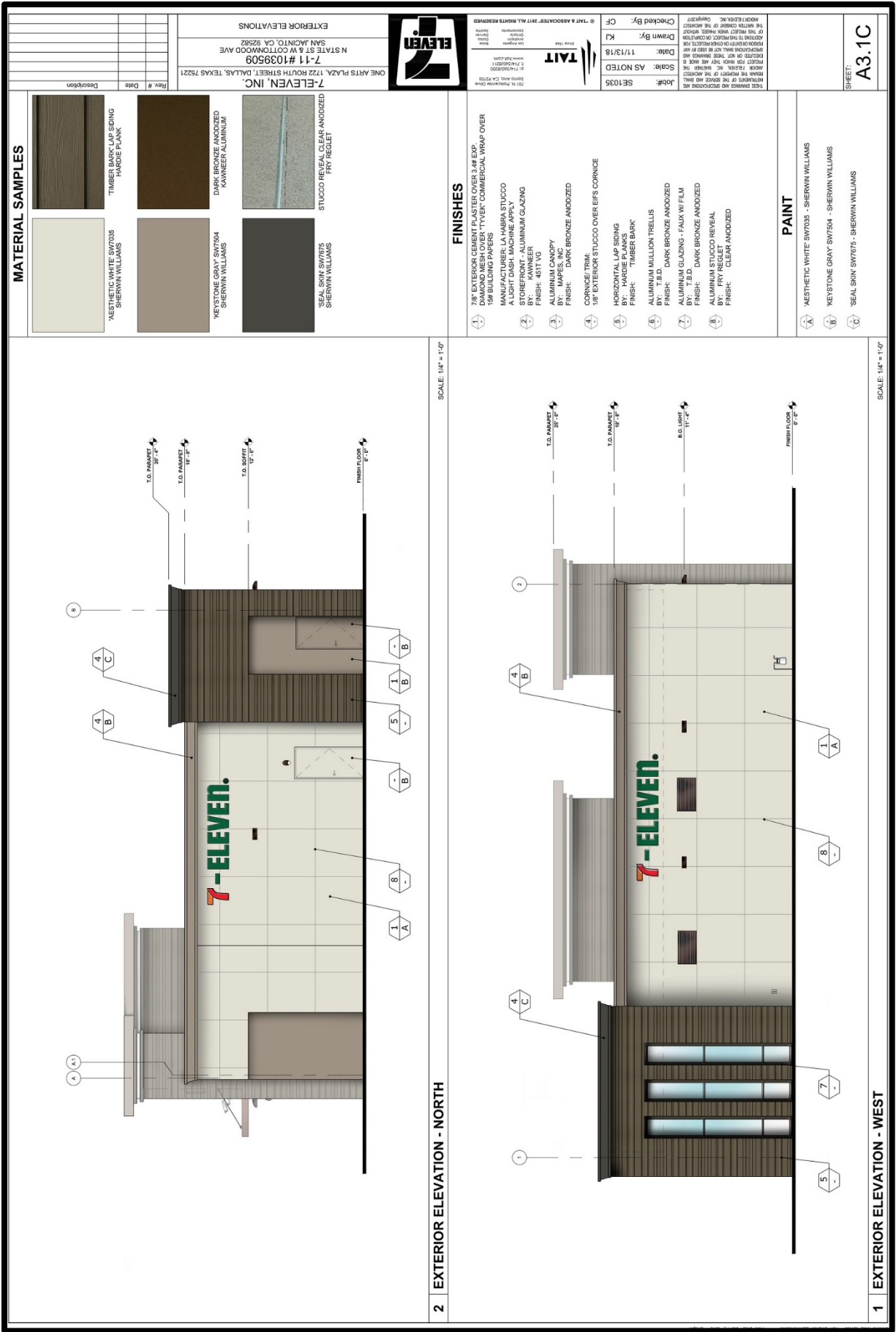


Figure I – 7 Eleven Elevations



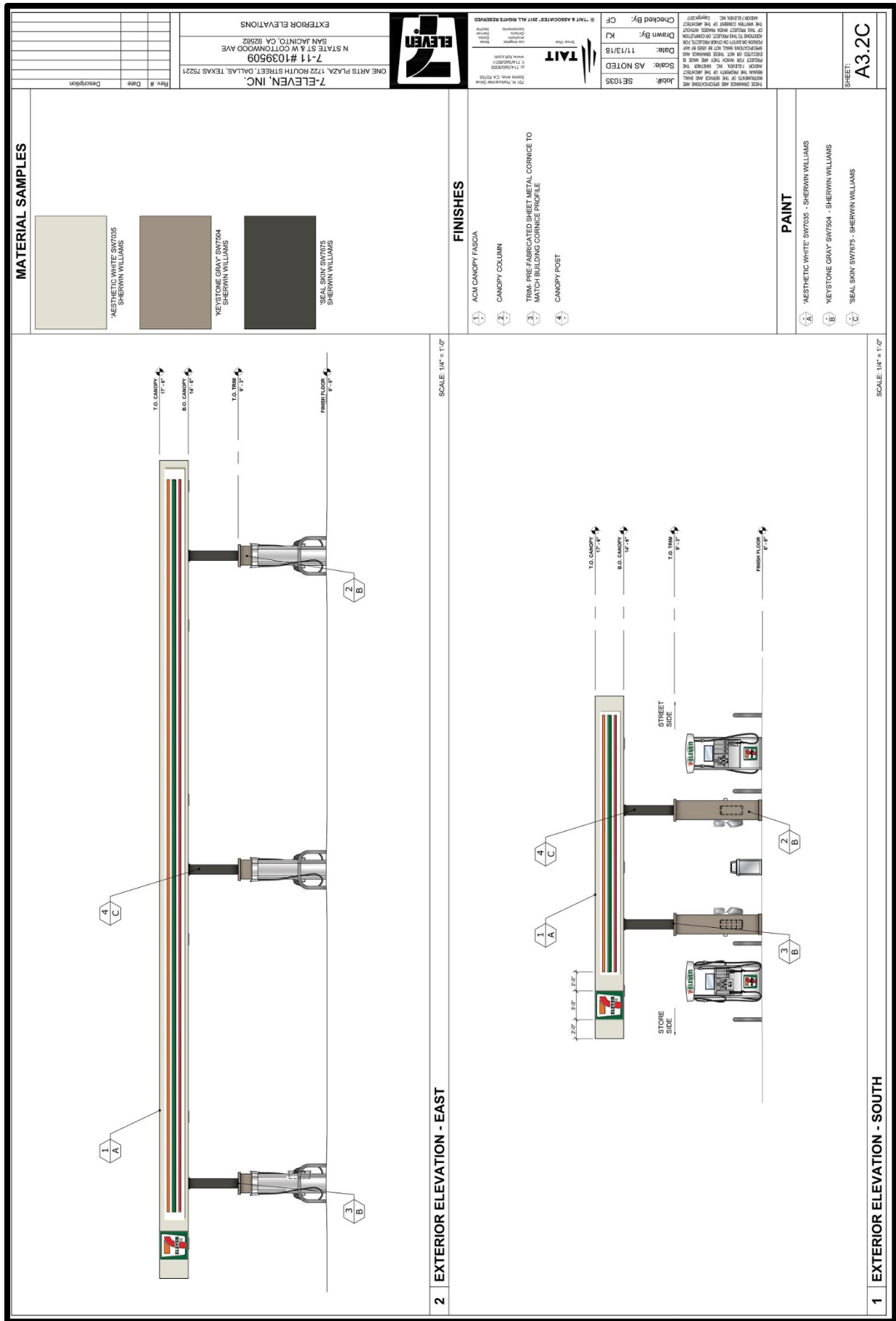


Figure J – 7 Eleven Canopy Elevations

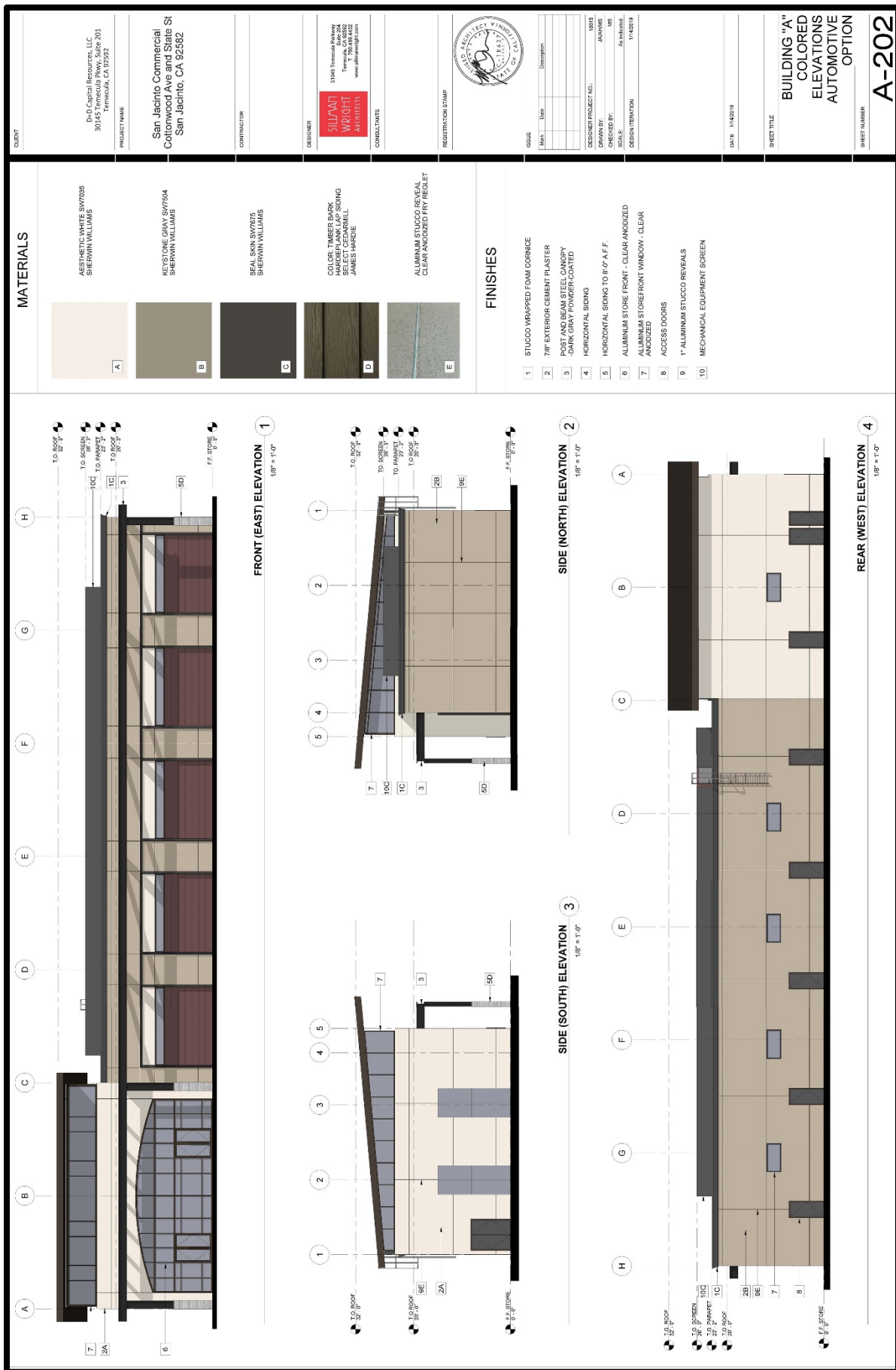


Figure K – Building B – Automotive Option Elevations

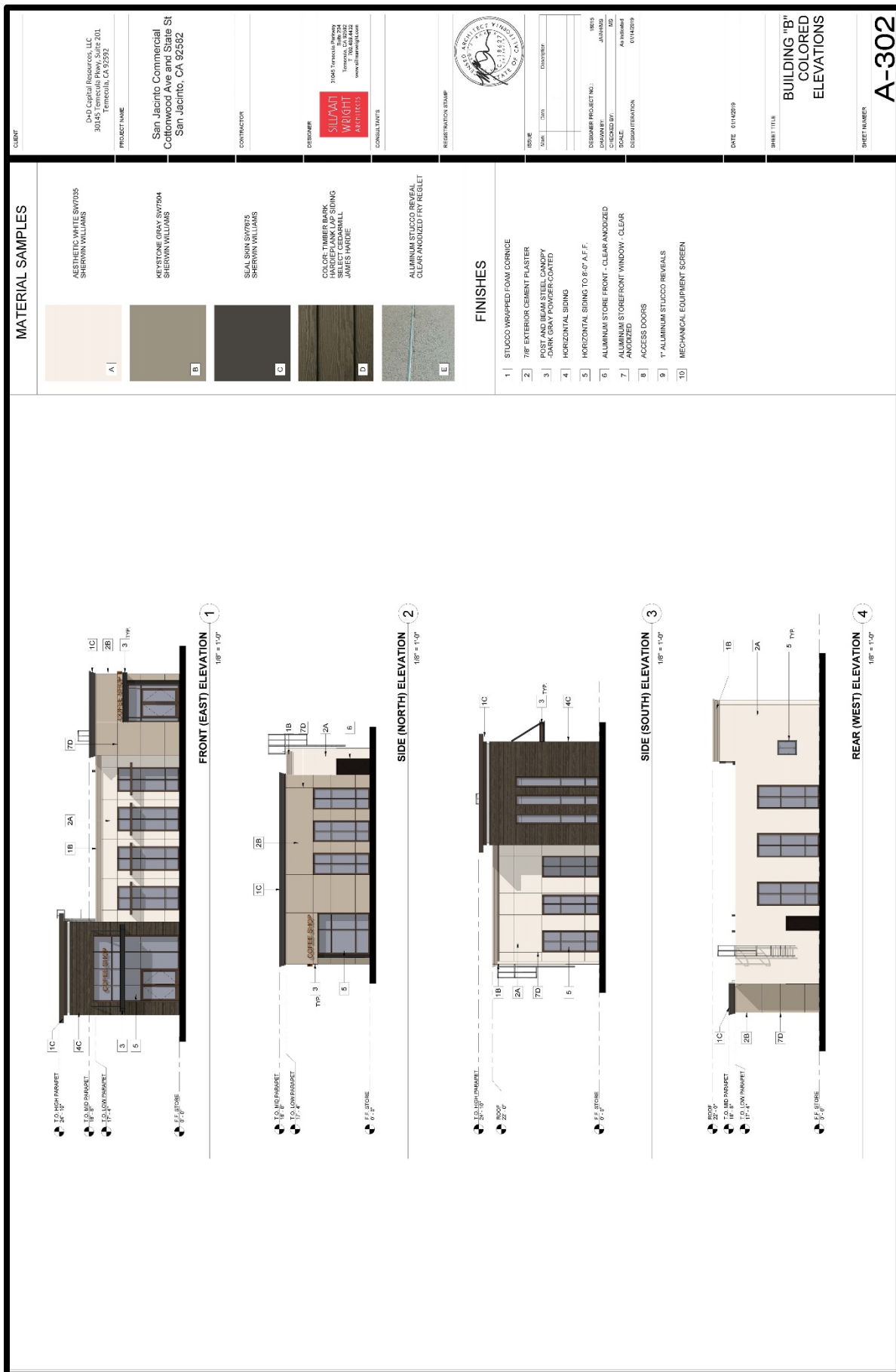


Figure L – Building C Elevations



Figure M – Site Photos





Figure N – Site Photos

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

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

## DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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

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

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

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

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

\_\_\_\_\_  
Signature  
Travis Randel,  
Planning & Community Development Di-  
rector  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date  
City of San Jacinto  
\_\_\_\_\_  
For

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code §21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; &amp; General Plan EIR Figure 5.1-1 – Major Scenic Resources)</p> <p>San Jacinto's eastern and western borders are largely defined by steep sloping hillsides and ridgelines on unincorporated lands surrounding the City associated with the San Jacinto Mountain Range. The City of San Jacinto itself also has several scenic vistas in the form of open space and agricultural lands. However, this Project is proposed along a developing urban corridor, and it will not impact these scenic vistas.</p> <p>The Project is located on the northwest corner of State Street and Cottonwood Avenue and proposes buildings of contemporary design in earth tone colors. The buildings will compliment this developing area.</p> <p>This Project includes a Site Plan and Design Review (SPDR) process where the Project has been evaluated against City standards and has been found, as conditioned, to meet the standards. Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively to scenic vistas.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-4 – Cultural Resources; Arts &amp; Culture Element – Figure AC-1; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; General Plan EIR Figure 5.1-1 – Major Scenic Resource, City of San Jacinto Landscape Design Guidelines – Appendix One – Parkway &amp; Median Master Plan; Municipal Code Chapter 12.20 – Street Trees and Shrubs)</p> <p>No adopted scenic highway exists in San Jacinto. However, the City does recognize certain streets for distinctive design treatments in the City's Landscape Design Guidelines. State Street and Cottonwood Avenue are both included in the Landscape Design Guidelines. State Street and Cottonwood Avenue both call for a six-foot parkway, six-foot meandering walkway, and a 12-foot landscape setback. While the site plan currently does not show the walkway meandering, there is room for this to be provided per Engineering specifications and the Project is conditioned to do so. As part of the Site Plan and Design Review (SPDR) process, staff will review the Project for compliance with the City Design Guidelines.</p> <p>As described in the Project Description, some large old trees are present around the home and in the northeastern corner of the property. These trees include a Chinaberry Tree, Tree of Heaven, Tree Tobacco, and Tamarisk. These trees are over 50-years of age as they can be seen on a 1967 aerial. However, they are not significant and are not recommended for preservation.</p> <p>Lastly, a 1940s vernacular concrete block rural Farmhouse is present on the Project site. However, it has been heavily altered and damaged by the removal/replacement of utilities, doors, and windows. In its current state, it would not qualify as a significant historic resource.</p> <p>Through the SPDR process City staff will ensure that the Project is designed consistent with the Landscape Design Guidelines and the surrounding area. Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, to scenic resources within a State scenic highway as conditioned.</p>				
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> <i>General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012, GPA-1-12)</i></p> <p>The Project is consistent with the Zoning and General Plan designations on the property. As previously stated, this Project includes a Site Plan and Design Review (SPDR) process where the Project has been evaluated against the City's standards and has been found, as conditioned, to meet the standards. Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively, on the existing visual character.</p>				
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> <i>(General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.300.080 – Outdoor Light &amp; Glare; Riverside County Ordinance 655 – Regulating Light Pollution; &amp; San Jacinto Valley Area Plan of the Riverside County General Plan)</i></p> <p>The City of San Jacinto is in Zone B of the Mount Palomar Observatory, located in San Diego County. Zone B is the area defined as a circular ring forty-five (45) miles in radius centered on Palomar Observatory. The Project site is 30.30 miles from Mount Palomar Observatory. As well, the City enjoys limited night sky impacts due to its rural nature. To preserve the night sky, lighting must be designed to limit leak spillage that may obstruct or hinder the view of the nighttime sky. To reduce impacts related to light pollution, the City requires that all developments introducing new light sources, or modifications to existing light sources, to shield all such devices. An exterior lighting plan shall be submitted to the Design Review staff for review and approval. A photometric study and manufacturer's cut sheets of all exterior lighting on the building, in the landscaped areas, and in the parking lot shall be submitted with the exterior lighting plan. All on-site lighting shall provide a minimum intensity of one foot-candle at ground level and a maximum intensity of ten foot-candles at ground level throughout the areas serving the public and used for parking, with a ratio of average light to minimum light of four to one (4:1). The light sources shall be shielded to minimize off-site glare, shall not direct light skyward and shall be directed away from adjacent properties and public rights-of-ways. If lights are proposed to be mounted on buildings, down-lights shall be utilized. Light poles shall not exceed twenty (20) feet in height, including the height of any concrete or other base material.</p> <p>The property is adjacent to residential uses on the north and northwest. As such, light spillage could cause an impact to these residential uses. Therefore, Mitigation Measure <b>MM AES-1</b> shall be applied to ensure light spillage does not impact the residential properties.</p> <p>The photometric plan does show the lighting throughout the site. For example, there appears to be no lighting in the area behind Building B. While this design will ensure the residences adjacent to the Project are impacted to a very limited level it also creates an opportunity for a public nuisance causing a dark area on the site at night. The lighting plan shall take this into consideration and adjust for lighting in this area that avoid public nuisance while not being intrusive to the neighboring residences.</p> <p>As previously stated the proposed buildings are designed using an earth tone palette. Mitigation Measure, <b>MM AES-2</b> will ensure that glare is not a potential issue. As designed, conditioned, and mitigated the impacts to the nighttime sky and the potential for glare will be <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p> <p><b>MM AES-1:</b> Prior to building permit issuance, the developer shall redesign the photometric plan to meet the following requirements. The plan shall be submitted to Planning for approval. Outdoor lighting shall maintain a minimum of <b>one-foot</b> candle illumination for all parking and pedestrian areas and shall not exceed <b>one-half</b> foot candle along property lines of the subject site. A photometric plan shall be submitted for Planning review and approval. The plan must include details such as beam spreads and/or photometric calculations, location, and type of fixtures, and arrangement of exterior lighting that does not create glare or hazardous interference to adjacent streets or properties. The area behind Building B shall have some lighting to avoid a dark area at night that could become a public nuisance.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MM AES-2:</b> Prior to building permit issuance, the developer shall ensure that the design of the buildings shall reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Exterior building materials shall use earth tone light colors with a low-reflectance. Any bare metallic surfaces found on infrastructures such as pipes and poles shall be painted to minimize reflectance and glare.				
<b>II. AGRICULTURE AND FOREST RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – <b>Would the project:</b>				
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? <u>Or pursuant to the City of San Jacinto's General Plan (page RM-28), convert Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); 2014 Farmland Mapping and Monitoring Program Map, Phase I Environmental Site Assessment 2451 West Seventh Street, prepared by Winslow Environmental Corporation, December 2005)</p> <p>A review of aerial photography dating back to 1966 indicates that this property was used for field crops until the late 1970s. The 1978 aerial shows cargo containers on the property. Then beginning with 1996 aerial the property has been vacant and annually disced. Figure RM-6 – Important Farmland of the General Plan shows the site designated as Urban and Built-up Land.</p> <p><i>Urban and Built-Up land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water.</i></p> <p>The Department of Conservation California Important Farmland Finder accessed March 15, 2019 (<a href="https://maps.conservation.ca.gov/DLRP/CIFF/">https://maps.conservation.ca.gov/DLRP/CIFF/</a>) also shows the property as Urban and Built-up Land.</p> <p>Since the property has not been used for farming since the 1970s and is designated as Urban and Built-up Land on the Farmland Mapping and Monitoring Program, there will be <b>no impact</b>, directly, indirectly, or cumulatively to farmland.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); &amp; 2014 Farmland Mapping and Monitoring Program Map)</p> <p>The Project site is zoned CG-UC – Commercial Neighborhood &amp; Urban Corridor Combining Overlay Zones, and there are no Williamson Act contracts on the property. No agricultural uses are currently being operated in or around the subject property. Therefore, the Project will have <b>no impact</b>, directly,</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
indirectly, or cumulatively, on zoning for agricultural use or on a Williamson Act contract.				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> (Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)  In Southern California, including Riverside County and the City of San Jacinto, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. Accordingly, there is no existing or currently proposed zoning of forest land, timberland, or Timberland Production Zones within the City of San Jacinto. In addition, figures released by the State of California indicate that no “California forest land” ownership, either public or private, is mapped for Riverside County including the City of San Jacinto. Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and the Project will have <b>no impact</b> , directly, indirectly, or cumulatively to forest land.				
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"/>
<b>Response:</b> (Source: Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)  There is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have <b>no impact</b> , directly, indirectly or cumulatively to the loss of forest land or conversion of forest land to non-forest use.				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> (General Plan as amended October 19, 2012; Figure RM-5 – Agricultural Resources; RM-6 – Important Farmland; RM-3 – Vegetation Communities; General Plan EIR; Figure 5.2-1 – Agricultural Resources; Figure 5.2-1 – Important Farmland; General Plan EIR Addendum August 2012, GPA-1-12; Development Code Section 17.305.040 – Agriculture (Right to Farm); 2014 Farmland Mapping and Monitoring Program Map; & Riverside County DEIR No. 521 – Section 04-05 – Agricultural and Forestry Resources)  The Project is consistent with the General Plan and Zoning for the site and area, which is currently developing, and as discussed above will have a <b>no impact</b> , directly, indirectly, or cumulatively to the conversion of Farmland to another use.  As noted above, there is no commercial forestry or timber production industry within the City of San Jacinto other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have <b>no impact</b> , directly, indirectly or cumulatively.				
<b>II. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. <b>Would the project:</b>				
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>Response:</b> (Source: South Coast Air Quality Management District’s 2016 Air Quality Management Plan; San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)  A project may be inconsistent with the AQMP if it would generate population, housing, or employment growth exceeding forecasts used in the development of the AQMP. The 2016 AQMP, the most recent AQMP adopted by the SCAQMD, incorporates local city General Plans and the Southern California As-				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>sociation of Government's (SCAG) Regional Transportation Plan socioeconomic forecast projections of regional population, housing and employment growth.</p> <p>The proposed Project involves the construction of three commercial buildings, a fast-food drive-through restaurant, a fueling station/convenience store and a retail building. The proposed Project would not create housing and jobs that are expected to be filled by local or regional residents. The proposed Project would be consistent with the existing zoning and commercial uses to the south and east. Vehicle trips associated with the Project would be consistent with similar uses in the area, and as discussed herein, Project-related emissions would not exceed thresholds recommended by the SCAQMD. Thus, the Project would be consistent with the AQMP and would not cause an adverse impact.</p> <p>Based on the above, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a <b>less than significant impact</b> will occur on the SCAQMD AQMP directly, indirectly, or cumulatively.</p>				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)</p> <p><b>Construction Emissions</b></p> <p>Project construction would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM10 and PM2.5) and exhaust emissions from heavy construction vehicles, work crew vehicle trips in addition to ROG that would be released during the drying phase upon application of paint and other architectural coatings. Construction would generally consist of demolition, site preparation, grading, construction of the proposed buildings, paving, and architectural coating (i.e., paint) application.</p> <p>This analysis assumes that graded soils would be balanced on the Project site and that no soil import or export would be required. The Project would be required to comply with SCAQMD Rule 403, which identifies measures to reduce fugitive dust and is required to be implemented at all construction sites located within the South Coast Air Basin. Therefore, the following conditions, which are required to reduce fugitive dust in compliance with SCAQMD Rule 403, were included in CalEEMod for site preparation and grading phases of construction.</p> <ol style="list-style-type: none"> <li><b>Minimization of Disturbance.</b> Construction contractors should minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust.</li> <li><b>Soil Treatment.</b> Construction contractors should treat all graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways to minimize fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally safe soil stabilization materials, and/or roll compaction as appropriate. Watering shall be done as often as necessary, and at least twice daily, preferably in the late morning and after work is done for the day.</li> <li><b>Soil Stabilization.</b> Construction contractors should monitor all graded and/or excavated inactive areas of the construction site at least weekly for dust stabilization. Soil stabilization methods, such as water and roll compaction, and environmentally safe dust control materials, shall be applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until landscape growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust.</li> <li><b>No Grading During High Winds.</b> Construction contractors should stop all clearing, grading, earth moving, and excavation operations during periods of high winds (20 miles per hour or greater, as measured continuously over a one-hour period).</li> </ol>				

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

5. **Street Sweeping.** Construction contractors should sweep all on-site driveways and adjacent streets and roads at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

Construction emissions modeling for demolition, site preparation, grading, building construction, paving, and architectural coating application is based on the overall scope of the proposed development and construction phasing which is expected to begin early 2019 and extend through late 2019. The total area disturbed as a result of the Project would be 2.16 acres with the construction of the three commercial buildings, parking, and stormwater basins. For modeling purposes, it was assumed the maximum area disturbed daily is two acres and the site would be watered three times daily. In addition to SCAQMD Rule 403 requirements, emissions modeling also accounts for the use of low-VOC paint (50 g/L for nonflat coatings) as required by SCAQMD Rule 1113. The table below summarizes the estimated maximum mitigated daily emissions of pollutants occurring during 2019.

**Estimated Maximum Mitigated Daily Construction Emissions**

Construction Phase	Maximum Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2019 Maximum lbs/day	15.9	22.7	16.0	0.02	3.5	2.3
SCAQMD Regional Thresholds	75	100	550	150	150	55
<b>Threshold Exceeded 2019</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

As shown in the table above, the construction of the proposed Project would not exceed the SCAQMD regional thresholds. No mitigation in addition to compliance with SCAQMD Rule 403 and Rule 1113 would be required to reduce construction emissions to **less than significant**.

**Localized Significance Thresholds.** The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. Construction-related emissions reported by CalEEMod are compared to the localized significance threshold lookup tables. The CalEEMod output in Appendix A of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study shows the equipment assumed for this analysis.

LSTs were devised in response to concern regarding the exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an air quality exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest sensitive receptor, taking into consideration ambient concentrations in each source-receptor area (SRA), project size and distance to the sensitive receptor. However, LSTs only apply to emissions within a fixed stationary location, including idling emissions during both project construction and operation. LSTs have been developed for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>. LSTs are not applicable to mobile sources such as cars on a roadway (Final Localized Significance Threshold Methodology, SCAQMD, June 2003). As such, LSTs for operational emissions do not apply to the proposed development as the majority of emissions would be generated by vehicles operating on roadways.

LSTs have been developed for emissions within areas up to five acres in size, with air pollutant modeling recommended for activity within larger areas. The SCAQMD provides lookup tables for project sites that measure one, two, or five acres. As referenced, a total of two acres is assumed to be disturbed daily during construction of the proposed Project; thus, lookup table values for two acres were used to provide a conservative evaluation of potential impacts. The Project site is located in Source-Receptor Area 28 (SRA-28, Hemet/San Jacinto Valley). LSTs for construction-related emissions in the SRA 28 at varying distances between the source and receiving property are shown in the Table below.

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

### SCAQMD LSTs for Construction

Pollutant	Allowable emissions as a function of receptor distance in meters from a two-acre site (lbs/day)				
	25	50	100	200	500
Gradual conversion of NO <sub>x</sub> to NO <sub>2</sub>	234	275	363	521	941
CO	1,100	1,572	2,781	6,399	25,412
PM <sub>10</sub>	7	20	38	75	186
PM <sub>2.5</sub>	4	6	10	23	91

Source: <http://www.aqmd.gov/CEQA/handbook/LST/appC.pdf>, October 2009

As shown in the table below, LST's would not be exceeded during the construction of the proposed Project. Project-related construction impacts would be **less than significant**.

### Estimated Maximum Daily On-Site Construction Emissions and LSTs

On-Site Construction Emissions	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Site Preparation	21.5	11.9	1.1	0.8
Grading	22.7	10.1	3.4	2.2
Building Construction	18.9	15.2	1.09	1.04
Paving	12.5	11.8	0.7	0.6
Architectural Coating	1.8	1.8	0.12	0.12
<b>Local Significance Threshold – 25 meters (on-site only)<sup>1</sup></b>	<b>234</b>	<b>1,100</b>	<b>7</b>	<b>4</b>
<b>Threshold Exceeded</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Notes: All calculations were made using CalEEMod. See Appendix A of the Air Quality GHG Study. Grading, Paving, Building Construction, and Architectural Coating totals include worker trips, construction vehicle emissions, and fugitive dust. Site Preparation and Grading phases incorporate anticipated emissions reductions required by SCAQMD Rule 403 to reduce fugitive dust. LSTs are for a 2-acre disturbance area in SRA-28 within 25 meters of sensitive properties boundary.

### Construction-Related Toxic Air Contaminant Impacts

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed Project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of “individual cancer risk.” The California Office of Environmental Health Hazard Assessment (OEHHA) health risk guidance states that a residential receptor should be evaluated based on a 30-year exposure period. “Individual Cancer Risk” is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the short-term construction schedule, the proposed Project would not result in a long-term (i.e., 30 or 70 years) exposure to a substantial source of toxic air contaminant emissions; and thus, would not be exposed to the related individual cancer risk. Therefore, **no significant short-term toxic air contaminant impacts** would occur during construction of the proposed project.

### Long-Term Regional Impacts

#### Regional Pollutant Emissions

The table below summarizes emissions associated with the operation of the proposed Project. Operational emissions include emissions from electricity consumption (energy sources), vehicle trips, (mobile sources), and area sources including landscape equipment and architectural coating emissions as the structures are repainted over the life of the Project. The majority of operational emissions are associated with vehicle trips to and from the Project site. Trip volumes were based on trip generation factors for drive-thru restaurants and strip mall retail incorporated into CalEEMod. No specific tenant has been identified for Building B; this it was assumed to be a strip mall retail use for air modeling purposes. The weekday trip generation rate for a strip retail business is 44 trips per 1,000 square feet. The applicant has indicated an auto care/repair facility may occupy the space. The trip generation rate as stated in the

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

Institute of Transportation Engineers Trip Generation Manual 8th Edition is 16 daily trips per 1,000 square feet. Thus, mobile source emissions identified herein for strip retail would be less if an auto care/repair facility were located in Building B.

As shown in the table below, the net change in emissions would not exceed the SCAQMD thresholds for ROG, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub> or PM<sub>2.5</sub>. Therefore, the Project's regional air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be **less than significant**. Further, the Project would not contribute to a cumulatively considerable impact, and impacts would be **less than significant**.

### Estimated Operational Emissions

	Estimated Emissions (lbs/day)					
	ROG	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Proposed Project</i>						
Area	0.3	0.01	0.01	0.0	0.01	0.01
Energy	0.02	0.2	0.1	0.01	0.01	0.01
Mobile	5.2	19.6	38.8	0.09	6.7	1.8
<b>Maximum lbs/day</b>	<b>5.5</b>	<b>19.8</b>	<b>39.0</b>	<b>0.1</b>	<b>6.8</b>	<b>1.9</b>
<b>SCAQMD Thresholds</b>	<b>55</b>	<b>55</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<i>See Appendix San Jacinto Retail Center Air Quality/Greenhouse Gas Study for CalEEMod version. 2013.2.2 computer model output for the demolition of existing development. Summer emissions are shown.</i>						

Furthermore, the Project includes the construction and operation of a convenience market with twelve fuel pumps. The fuel pump-portion of the Project will be permitted by SCAQMD, and fuel-related emissions will be regulated by the SCAQMD Rules 210, 203, and 461 in order to obtain a Permit to Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR has an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible. As such, the Project will not be a source of toxic air contaminants or fugitive VOC emissions, and sensitive receptors would not be exposed to toxic sources of air pollution.

Based on the analysis above the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard and is, therefore, **less than significant** directly, indirectly, or cumulatively.

c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:** (Source: San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)

See response III b) above.

d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:** (Source: San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)

### Construction-Related Odor Impacts

Potential sources of odor during construction activities include equipment exhaust and activities such as paving. The objectionable odors that may be produced during the construction process would occur periodically and end when construction is completed. **No significant impact related to odors would occur during construction** of the proposed Project.

### Operational Objectionable Odors

The primary source of odors during operation would be the operation of the restaurant. During operation, the Project would be subject to SCAQMD Rule 1138 which addresses restaurant emissions, specifically



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
from chain-driven char-broilers. Rule 1138 requires the use of a catalytic oxidizer control device to control emission. With the implementation of Rule 1138, <b>odors would be less than significant.</b>				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; & MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., July 25, 2018)				
<p><b>Vegetation</b></p> <p>The site can be characterized as a highly disturbed vacant lot that appears to be subject to annual discing and or mowing activities. Due to disturbances associated with past use and immediately adjacent commercial and residential developments, mostly non-native plant species inhabit the site, and very few native plants are present. No trees or shrubs were observed onsite.</p> <p>A total of 11 plant species were observed and identified during the survey. Relatively few plants were identified due to the season and recent mowing activities. No sensitive plant species were observed. A list of observed plant species is included in Appendix C of the MSHCP Habitat Assessment for APN 434-050-032.</p> <p><b>Wildlife</b></p> <p>A total of seven (7) wildlife species were observed and identified during the survey. No federal or state-listed endangered or threatened species were observed. A list of all observed wildlife species is included in Appendix C of the MSHCP Habitat Assessment for APN 434-050-032.</p> <p>No sensitive wildlife species were observed during the study. Based on a CNDDDB records search, the site is in the vicinity of where an orange-throated whiptail (<i>Aspidoscelis hyperythra</i>, herein OTW) was found previously. No OTW were observed during the survey, and good quality natural habitat capable of supporting this species is not present onsite. Burrowing owl (<i>Athene cunicularia</i>, herein BUOW), has been historically observed at several locations within the San Jacinto Valley. No BUOW occupied burrows, or evidence of recent burrowing owl sign (pellets, scat, feathers, tracks, etc.) were observed during the survey. Evidence of California ground squirrel activity is present onsite, but no squirrels or other small mammals were observed during the survey. No kangaroo rat (<i>Dipodomys</i> species) ramped burrows were observed onsite.</p> <p>Trees suitable for nesting by birds protected by the Migratory Bird Treaty Act are not present onsite. However, open areas with California ground squirrel burrow activity are present, and there is a low probability that burrowing owls might utilize the site in the future. Presence of this potential habitat is the basis for <b>MM BIO-1</b> and <b>MM BIO-2</b>.</p> <p>Impacts to 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 will be mitigated to <b>less than significant with mitigation</b> directly, indirectly and cumulatively.</p> <p><u>Prior To All Demolition, Earthmoving, and/or Grading</u></p> <p><b>MM BIO-1:</b> All project sites containing suitable habitat for burrowing owls, whether owls were found</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>or not, require a 30-day preconstruction survey. Thirty days prior to any demolition, earth movement or grading the developer shall ensure a pre-construction survey for burrowing owl has been performed to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the Project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. A qualified biologist must make this determination.</p> <p><b>MM BIO-2:</b> Bird nesting season generally extends from February 1 through September 15 in southern California and specifically, April 15 through August 31 for migratory passerine birds. To avoid impacts to nesting birds (common and special status) during the nesting season, the developer shall hire a qualified Avian Biologist who will conduct pre-construction Nesting Bird Surveys (NBS) prior to any demolition, earth movement or grading to avoid Project-related disturbance to nestable vegetation and to identify any active nests. If no active nests are found, no further action will be required. If an active nest is found, the biologist will set appropriate no-work buffers around the nest which will be based upon the nesting species, its sensitivity to disturbance, nesting stage and expected types, intensity and duration of disturbance. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved no-work buffer zone shall be clearly marked in the field, within which no disturbance activity shall commence until the qualified biologist has determined the young birds have successfully fledged and the nest is inactive.</p>				
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"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; &amp; MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p> <p><b>MSHCP Riparian/Riverine and Vernal Pool Habitat</b></p> <p>Under MSHCP Volume 1 Section 6.1.2 areas associated with wetland and streambed systems must be evaluated for consideration as riparian/riverine or vernal pool habitat. Riparian/riverine areas are defined within the MSHCP as:</p> <p style="padding-left: 40px;"><i>“ . . . lands which contain Habitat dominated by trees, shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” MSHCP Vol. 1, Section 6.1.2.</i></p> <p>No woody water dependent vegetation is present within the planned Project area, and no evidence of water flow was identified.</p> <p>Vernal pools are defined within the MSHCP as:</p> <p style="padding-left: 40px;"><i>“ . . . 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</i></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season. . . .” MSHCP Vol. 1, Section 6.1.2.</i></p> <p>Soil types are not consistent with an alkali playa or vernal pool complex and pools, or depressions characteristic of vernal pool habitat were not noted as present on the subject property. No sign (cracked soils or mud flats) of pooling or ponding water is present. No MSHCP species listed for protection associated with riparian/riverine areas and vernal pools were observed. Therefore, the Project will have <b>no impact</b>, directly, indirectly or cumulatively on Riparian/Riverine and Vernal Pool Habitat. See also response IV c) below.</p>				
<p>c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; &amp; MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p> <p>See response IV b) above.</p>				
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; &amp; MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p>				
<p><b>Habitat Fragmentation and Wildlife Movement</b></p> <p>Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.</p> <p>The property is in an area already fragmented and is surrounded by paved roads, residential and commercial development. There are no native habitats left in the nearby surrounding areas and impacts to wildlife movement, and habitat fragmentation have already occurred. There will be <b>no additional fragmentation</b> of habitat.</p> <p><b>Raptors, Migratory Birds, and Habitat</b></p> <p>Trees suitable for nesting by birds protected by the Migratory Bird Treaty Act are not present onsite. See response IV b) above.</p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; &amp; MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</i></p> <p>The Project will not conflict with any local policies or ordinances protecting biological resources; therefore, it will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element – Figure RM-1 – Open Space Resources; RM-3 – Vegetation Communities; General Plan EIR; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.4-1 – Vegetation Communities; Figure 5.4-2 – San Jacinto Valley Area Plan with Vegetation, Cells and Cell Groups Keyed to MSHCP Criteria; Riverside County Multiple Species Habitat Conservation Plan (MSHCP); Development Code Chapter 17.520 – Natural Resource Conservation; Revised Biological Survey – Burrowing Owl and Narrow Endemic Species, prepared by Salem Engineering Group, Inc., April 3, 2017; Municipal Code Chapter 58 – Planning and Development; Article IV – Habitat Conservation; Municipal Code Chapter 31 – Multiple Species Habitat Conservation Plan Mitigation Fee; &amp; MSHCP Habitat Assessment for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018 General Biological Assessment – Tentative Tract Map No. 37495, prepared by Natural Resources Assessment, Inc., February 6, 2019)</p> <p>The subject property is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). As such, the Project will be conditioned for the payment of the MSHCP Development Mitigation Fee, which will mitigate potential impacts to MSHCP covered species, and the SKR fee.</p> <p>The Project site is not within the MSHCP Criteria Area, or adjacent to an MSHCP-designated Conservation Area, or within an SKRHCP Core Reserve, so no additional mitigation measures or provisions are required. The Project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.</p> <p>The Project will have a <b>less than significant impact</b>, directly, indirectly, and cumulatively, on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.</p>				
<p><b>V. CULTURAL RESOURCES – Would the project:</b></p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; &amp; Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p> <p>L&amp;L Archaeologist Shannon M. Smith conducted a records search on August 3, 2018, and L&amp;L Archaeologist William R. Gilleen obtained additional data on August 29, 2018. The records search was completed for the Project area, and all lands found within one mile. The results indicated that no cultural resources have been recorded within the Project area and that the entirety of the Project area was previously surveyed in 2007 with negative findings (RI-7557/L&amp;L 2007). The results additionally revealed that a total of 74 cultural resources had been recorded within the one-mile search radius. Of these previously recorded resources, ten are located within 0.25 mile of the Project area, 15 are located within 0.25, and 0.50 mile of the Project area and 49 are located between 0.50 mile and one mile of the Project area.</p> <p>The EIC records search also indicated that 35 area-specific technical reports are on file for the Project area and the one-mile search radius. One (1) of these reports addresses the Project area via a Phase I study completed in 2007 (RI-7557/L&amp;L 2007). This study included an intensive pedestrian survey that returned negative results for observable cultural resources.</p> <p>Historic documents and maps available from the BLM GLO website were reviewed to provide information</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>about historic era land use and development within the Project area (BLM 2018). In addition, archival topographic maps and aerial photographs containing the Project area were reviewed. This review included topographic maps dating between 1952 and 2015 and aerial photographs dating between 1966 and 2014 (NETR 2018).</p> <p>During the pedestrian survey, no prehistoric resources were detected, and one (1) historic age archaeological site was encountered and recorded (San Jacinto Retail Center-1 [SJRC-1]). It is a potential historic age resource comprised of a concrete slab or foundation remnant. The feature is oriented northeast-southwest, and it measures 56 feet in length by 10 feet in width. The foundation remnant was detected in an area that corresponds to the location of a structure that was built between 1972 and 1978. The structure was subsequently removed between 1978 and 1996 (NETR 2018). The site is currently in poor condition and appears to have been adversely impacted by heavy equipment and weed abatement activities. This site does not appear to retain sufficient integrity to be considered eligible for inclusion in the California Register of Historic Resources (CRHR), and no evidence was detected to indicate that this resource has the potential to yield additional information important to history in the future. Therefore, L&amp;L recommends this site as not eligible for inclusion in the CRHR and not significant pursuant to CEQA.</p> <p>In order to mitigate any negative impacts on potential subsurface cultural resources within the Project area, <b>MM CR-1</b> is recommended.</p> <p>The Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on any historical resource or archeological resource as defined in § 15064.5.</p> <p><u>Prior To All Demolition, Earthmoving, and/or Grading</u></p> <p><b>MM CR 1:</b> Prior to grading permit issuance, the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological/cultural resources and human remains associated with Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground disturbing activities related to the project and provide the City with a copy of the executed agreement. The TDA will establish provisions for tribal monitors.</p> <p><b>MM CR-2:</b> In the advent that an inadvertent find occurs during the grading process the developer shall contact the City and the Morongo Band of Mission Indians in addition to the requirements of the TDA in <b>MM CR-1</b>.</p>				
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"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; &amp; Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p> <p>See response V a) above.</p>				
c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; &amp; Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018)</p> <p>No cemeteries or human remains are known to occur on-site, and it is unlikely that human remains will be uncovered during Project development. Implementation of mitigation measure <b>MM CR-2</b> will ensure that impacts will be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Monitor During Earthmoving Activity</u>				
<p><b>MM CR-3:</b> In the event of the discovery of human remains, the developer shall contact County coroner immediately. If human remains of Native American origin are discovered during ground-disturbing activities, the developer 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 the California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation is stopped near discovered human remains until the coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the California Native American Heritage Commission, Morongo Band of Mission Indians and the Soboba Band of Luiseño Indians shall be notified, and appropriate measures provided by State law shall be implemented to determine the most likely living descendant(s). Disposition of the remains shall be overseen by the most likely living descendants to determine the most appropriate means of treating the human remains and any associated grave artifacts.</p>				
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR Addendum August 2012; City of San Jacinto Municipal Code)</p>				
<p>Construction of the three commercial buildings would require the typical use of energy resources. Energy would be consumed during site clearing, excavation, grading, and construction. The construction process would be typical. No site conditions or Project features would require an inefficient or unnecessary consumption of energy. The Project has been designed in compliance with California's Energy Efficiency Standards and 2016 CALGreen Standards. These measures include:</p> <ul style="list-style-type: none"> <li>• Stormwater drainage and retention during construction;</li> <li>• Water conserving plumbing fixtures and fittings;</li> <li>• Compliance with the City's Water Efficient Landscape &amp; Irrigation Ordinance (Chapter 17.325 of the Development Code);</li> <li>• Construction Waste Reduction, Disposal, and Recycling;</li> <li>• Bicycle Parking;</li> <li>• Clean Air/Van Pool Vehicle Parking;</li> <li>• Electric Vehicle Charging Station;</li> <li>• Outdoor Lighting meeting minimum requirements of the California Energy Code; and</li> <li>• All other mandatory CalGreen requirements for non-residential development.</li> </ul>				
<p>Operation of the proposed commercial buildings would involve the use of energy for heating, cooling, and equipment operation. These facilities would comply with all applicable California Energy Efficiency Standards and 2016 CALGreen Standards.</p>				
<p>Neither the construction or operation of the Project would result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR Addendum August 2012; City of San Jacinto Municipal Code)</p>				
<p>The Project has been designed in compliance with California's Energy Efficiency Standards and 2016 CALGreen Standards as noted above. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be <b>less than significant</b>, directly,</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
indirectly, or cumulatively.				
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p> <p><u>Ground Shaking</u></p> <p>The Peninsular Range has historically been a province of relatively high seismic activity. The nearest known active faults to the Project site are associated with the San Jacinto-San Jacinto Valley Fault system located .43-miles from the subject site as mapped by the County of Riverside (accessed March 15, 2019). The site has been subjected to past ground shaking by faults that traverse through the region. Strong seismic shaking from nearby active faults is expected to produce strong seismic shaking during the design life of the proposed Project.</p> <p><u>Surface Rupture</u></p> <p>No known active faults exist on the subject site. Accordingly, the potential for fault surface rupture on the site is considered unlikely.</p> <p>Based on this analysis, compliance with an approved Geotechnical report, California Building Code and SJMC Chapters 15.24 – Earthquake Hazard Reduction Code and Chapter 16.28 – Soils Report will ensure that risks associated with primary surface earthquake ground shaking and ground rupture should be considered "low." Therefore, the potential hazards associated with fault rupture and ground shaking are considered <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p> <p><b>MM GEO-1:</b> During the grading process the developer shall follow the recommendations of the Geotechnical Report prepared by ENGEN Corporation Geotechnical and Environmental Services (ENGEN), and into the site preparation and building construction processes. A Geotechnical Engineer shall be present at the site during site demolition and preparation to observe site clearing/demolition, preparation of exposed surface after clearing, and placement, treatment, and compaction of fill material.</p>				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p> <p>See response VII a) i) above.</p>				
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p> <p>The subject site is mapped under the Riverside County Land Information System (RCLIS) as situated in an area defined as having "medium" liquefaction potential.</p>				



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Liquefaction is a phenomenon where a sudden large decrease of shearing resistance takes place in fine-grained cohesionless and/or low plasticity cohesive soils due to the cyclic stresses produced by earthquakes causing a sudden, but temporary, increase of porewater pressure. The increased porewater pressure occurs below the water table but can cause propagation of groundwater upward into overlying soil and possibly to the ground surface and cause sand boils as excess porewater escapes. Potential hazards due to liquefaction include significant total and/or differential settlements of the ground surface and structures as well as the possible collapse of structures due to loss of support of foundations. It has been shown by laboratory testing and from the analysis of soil conditions at sites where liquefaction has occurred that the soil types most susceptible to liquefaction are saturated, fine-grained sand to sandy silt with a mean grain size ranging from approximately 0.075mm to 0.5mm. These soils derive their shear strength from intergranular friction and do not drain quickly during earthquakes. Published studies and field and laboratory test data indicate that coarse-grained sands and silty or clayey sands beyond the above-mentioned grain size range are considerably less vulnerable to liquefaction. To a large extent, the relative density of the soil also controls the susceptibility to liquefaction for a given number of cycles and acceleration levels during a seismic event. Other characteristics such as confining pressure and the stresses created within the soil during a seismic event also affect the liquefaction potential of a site. Liquefaction of soil does not generally occur at depths of 40 to 50-feet below the ground surface due to the confining pressure at that depth. To perform the liquefaction analysis, the computer software LIQUEFY2 (Blake, 1998) was utilized. Settlement due to liquefaction is not anticipated due to the following condition:</p> <ul style="list-style-type: none"> <li>• The soils above 20-feet bgs were located above the anticipated historical high groundwater zone, and therefore, are not considered susceptible to liquefaction-induced settlement.</li> <li>• The soils between 20-feet bgs and 35-feet bgs were found to be comprised of at least 15% clay, and therefore, are not considered to be susceptible to liquefaction-induced settlement (CDMG, 1997).</li> <li>• The soils from 35-feet bgs to 50-feet bgs exhibited adequate in-situ density based on calculated corrected blow counts of 30 or more (CDMG, 1997).</li> <li>• The engineered fill mat that will be created below the proposed buildings as a result of the earthwork recommendations of this report (Section 6.0) will further mitigate any potential for liquefaction-induced settlements.</li> </ul> <p>Based on ENGEN's calculations, the total potential settlement due to liquefaction is calculated at 0-inches. Potential differential settlement due to liquefaction is, therefore, also estimated to be 0-inches.</p> <p>Implementation of existing state and local laws and regulations concerning soil liquefaction and ground failure is required of all projects in the City. As well, the implementation of <b>MM GEO-1</b> will ensure all geotechnical issues are addressed. Therefore, impacts related to liquefaction and ground failure would be <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p>				
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p>				
<p>There are no slopes on or near the subject property. There is no potential for landsliding. The site is situated on relatively flat ground and not immediately adjacent to any slopes or hillsides. As such, risks associated with slope instability should be considered negligible. Therefore, impacts related to landsliding and slope failure would be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
c) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p>				
<p>Erosion is a large-scale impact caused by human activity and disturbance of surface soil, wind, and wa-</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>ter. Erosion cannot be eliminated, although existing regulations such as the CBC (which includes erosion control measures and best management practices) and NPDES permit requirements can reduce the potential impacts of erosion. No signs of erosion were observed during Sladden's field investigation. Risks associated with flooding and erosion should be evaluated and mitigated by the project design Civil Engineer.</p> <p>Adherence to state and local regulations will reduce impacts related to erosion to <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</p> <p><u>Expansive soils</u> contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal changes of soil moisture, experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.</p> <p>The California Building Code (CBC) 2016, Volume 2, Chapter 18, Division 1 Section 1803.2 mandates that special foundation design consideration is employed if the soil expansion Index is 20, or greater in accordance with Table 18-1-B. The methodology and scope for a geotechnical investigation are described in UBC Section 1803 and requires an assessment of a variety of factors, such as slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the potential for liquefaction. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions that are intended to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished through a combination of ground modification techniques (i.e., stone columns, reinforcing nail and anchors, deep soil mixing, etc.), selection of an appropriate foundation type and configuration, and use of appropriate building/foundation structural systems. Section 1804.5 Excavation, Grading, and Fill require the preparation of a geotechnical report where a building will be constructed on compacted fill.</p> <p>The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC), and currently applies to all structures being constructed in California. The national model codes are therefore incorporated by reference into the building codes of local municipalities. The CBC includes building design and construction criteria that take into consideration the State's seismic conditions.</p> <p>Preliminary Expansion Index testing was performed, yielding an EI of 0. This is classified as a very low expansion potential. Import soils or soils used near finish grade may have a different EI. Final foundation design parameters should be based on EI testing of near-surface soils and be performed at the conclusion of rough grading. Those results should be forwarded and incorporated into the final design by the Project Structural Engineer.</p> <p>Through adherence to state and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, San Jacinto Municipal Code, NPDES Permit Requirements) and <b>MM GEO 1</b>, the impacts of expansive soils will be <b>less than significant with mitigation</b>, directly, indirectly, and cumulatively.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Public Safety Element; Figure PS-1 – Geologic &amp; Seismic</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Hazards; General Plan FEIR; Figure 5.6-1 – Seismic Hazards; General Plan EIR Addendum August 2012; SJMC Chapter 15.24 – Earthquake Hazard Reduction Code; SJMC Chapter 16.28 – Soils Report; &amp; Updated Geotechnical Feasibility Study, prepared by ENGEN Corporation Geotechnical and Environmental Services, April 18, 2018)</i></p> <p>The proposed Project will be served by the City of San Jacinto's sewer infrastructure. Therefore, the Project will have <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; &amp; Phase 1 Paleontological Resources Inventory for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., August 6, 2018)</p> <p>The site is characterized by the County of Riverside (Parcel Report accessed July 7, 2018) as having a High Sensitivity B (High B) designation. This designation is based on the occurrence of fossils at a specified depth below the surface. The High B indicates that fossils are likely to be at or below four feet of depth, and may be impacted during excavation by construction activities.</p> <p>The Phase 1 Paleontological Resources Inventory found that the paleontologic resources record searches did not identify any previously recorded paleontological localities on or near the Project area. But the potential for destruction of paleontological resources during surficial earthmoving during construction is high in Quaternary older alluvial deposits beneath the overlying Quaternary alluvium from the Holocene. Therefore, there is a high potential for locating significant paleontological resources during work at depth within the Project area. Because of this potential, any excavation below five (5) feet in depth should be monitored by a qualified paleontologist. The excavation needs to install the underground storage tanks will be below five-feet.</p> <p>With the implementation of <b>MM PALEO-1</b>, the Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly and cumulatively to paleontological resources, sites or unique geologic features.</p> <p><b>MM PALEO-1:</b> The developer shall ensure a qualified paleontologist is on-site during all excavation below a five-foot depth. If paleontological resources are encountered during the excavation, ground disturbance activities shall cease so a qualified paleontological monitor can evaluate any paleontological resources exposed during the grading activity. If paleontological resources are encountered, the protocol laid out in the Paleontologic Resource Impact Mitigation Plan (PRIMP) provided as Appendix B of the Phase 1 Paleontological Resources Inventory for APN 434-050-032 – Tentative Parcel Map 35511 shall be followed. Adequate funding shall be provided to collect, curate and report on these resources to ensure the values inherent in the resources are adequately characterized and preserved. Collected specimens will be sent to the appropriate authorities for collection.</p>				
<p><b>VIII. GREENHOUSE GAS EMISSIONS</b> – Would the project:</p>				
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"/>
<p><b>Response:</b> (Source: San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)</p> <p><b>Estimate of GHG Emissions</b></p> <p><u>Construction Emissions</u></p> <p>Construction activity is assumed to occur over a period of approximately 12 months beginning in early 2019 and conclude in late 2019. Based on CalEEMod results, construction activity for the Project would generate an estimated 257 metric tons of carbon dioxide equivalent (CO<sub>2</sub>E), as shown in the table below. Amortized over a 30-year period (the assumed life of the Project), construction of the proposed Project</p>				

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

would generate nine metric tons of CO<sub>2</sub>E per year.

### Estimated Construction Related Greenhouse Gas Emissions

Year	Annual Emissions (metric tons CO <sub>2</sub> E)
2019	257
<b>Total</b>	<b>79.2</b>
<b>Amortized over 30 years</b>	<b>9 metric tons per year</b>
See Appendix of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, for CalEEMod software program output for new construction.	

### Operational Indirect and Stationary Direct Emissions

Long-term emissions relate to energy use, solid waste, water use, and transportation. Each source is discussed below and includes the emissions associated with existing development and the anticipated emissions that would result from the proposed Project.

**Energy Use.** Operation of on-site development would consume both electricity and natural gas. The generation of electricity through combustion of fossil fuels typically yields CO<sub>2</sub>, and to a smaller extent, N<sub>2</sub>O and CH<sub>4</sub>. Natural gas emissions can be calculated using default values from the CEC sponsored CEUS and RASS studies which are built into CalEEMod. As shown in the “Estimated Annual Energy-Related Greenhouse Gas Emissions” table below the overall net increase in energy use at the Project site would result in approximately 146 metric tons of CO<sub>2</sub>E per year.

**Water Use Emissions.** The CalEEMod results indicate that the Project would use approximately 1.8 million gallons of water per year. Based on the amount of electricity generated to supply and convey this amount of water, as shown in the “Estimated Annual Solid Waste and Water Use Greenhouse Gas Emissions” table below, the Project would generate approximately nine metric tons of CO<sub>2</sub>E per year.

**Solid Waste Emissions.** For solid waste generated onsite, it was assumed that the Project would be involved in a municipal recycling program that would achieve a 75% diversion rate, as required by the California Integrated Waste Management Act of 1989 (AB 939 as amended by AB 341). The CalEEMod results indicate that the Project would result in approximately six metric tons of CO<sub>2</sub>E per year associated with solid waste disposed within landfills (Estimated Annual Solid Waste and Water Use Greenhouse Gas Emissions Table).

### Estimated Annual Energy-Related Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO <sub>2</sub> E)
<i>Proposed Project</i>	
Electricity	92 metric tons
Natural Gas	44 metric tons
<b>Total</b>	<b>146 metric tons</b>
See Appendix of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, for CalEEMod software program output (demolition and new construction)	

### Estimated Annual Solid Waste and Water Use Greenhouse Gas Emissions

Emission Source	Annual Emissions (CO <sub>2</sub> E)
<i>Proposed Project</i>	
Water	9 metric tons
Solid Waste <sup>1</sup>	6 metric tons
<b>Total</b>	<b>15 metric tons</b>
See Appendix of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, for CalEEMod software program output (demolition and new construction)	
<sup>1</sup> Based on a 50% diversion rate, as required by the California Integrated Waste Management Act (AB 939).	

**Transportation Emissions.** Mobile source GHG emissions were estimated using the average daily trips calculated by CalEEMod for commercial drive-thru restaurant, strip mall retail projects and gas station

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

with convenience store. "Estimated Annual Mobile Emissions of Greenhouse Gases" table below shows the estimated mobile emissions of GHGs for the Project based on the estimated annual VMT of 3,144,794. CalEEMod does not calculate N<sub>2</sub>O emissions related to mobile sources. As such, N<sub>2</sub>O emissions were calculated based on the Project's VMT using calculation methods provided by the California Climate Action Registry General Reporting Protocol (January 2009) and fleet mix percentages calculated by CalEEMod. As shown in the "Estimated Annual Mobile Emissions of Greenhouse Gases" table below, the Project would generate approximately 1,666 metric tons of CO<sub>2</sub>E associated with new vehicle trips.

**Estimated Annual Mobile Emissions of Greenhouse Gases**

Emission Source	Annual Emissions (CO <sub>2</sub> E)
<i>Proposed Project</i>	
Mobile Emissions (CO <sub>2</sub> & CH <sub>4</sub> )	1,602 metric tons
Mobile Emissions (N <sub>2</sub> O) <sup>1</sup>	64 metric tons
<b>Total</b>	<b>1,666 metric tons</b>
See Appendix of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, for CalEEMod software program output (demolition and new construction)	
<sup>1</sup> California Climate Action Registry General Reporting Protocol, Reporting Entity-Wide Greenhouse Gas Emissions, Version 3.1, January 2009, page 30-35. See Appendix for calculations.	

Combined Annual Greenhouse Gas Emissions table below combines the net new construction, operational, and mobile GHG emissions associated with the proposed Project. As discussed above, temporary emissions associated with construction activity (approximately 76.2 metric tons CO<sub>2</sub>E) are amortized over 30 years (the anticipated life of the Project).

**Combined Annual Greenhouse Gas Emissions**

Emission Source	Annual Emissions (CO <sub>2</sub> E)
<b>Construction</b>	9 metric tons
<b>Operational</b>	
<b>Energy</b>	146 metric tons
<b>Solid Waste</b>	6 metric tons
<b>Water</b>	9 metric tons
<b>Mobile</b>	1,666 metric tons
<b>Total</b>	<b>1,836 metric tons</b>
See Appendix of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, for CalEEMod software program output (demolition and new construction).	

For the proposed Project, the combined annual emissions would total approximately 1,836 metric tons per year in CO<sub>2</sub>E. This total represents less than 0.001% of California's total 2015 emissions of 440.4 million metric tons. The majority (90%) of the Project's GHG emissions are associated with motor vehicular travel. The proposed Project is evaluated based on the threshold of 3,000 MT CO<sub>2</sub>E annually. Project-related annual GHG emissions would not exceed the threshold of 3,000 metric tons per year; therefore, impacts from GHG emissions would be **less than significant**.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
---	--------------------------	--------------------------	-------------------------------------	--------------------------

**Response:** (Source: San Jacinto Retail Center Air Quality/Greenhouse Gas Study, prepared by BPG Birdseye Planning Group, January 2019)

GHG Cumulative Significance. As indicated above, the CAT published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report") in March 2006. The CAT Report identifies a recommended list of strategies that the State could pursue to reduce GHG emissions. The CAT strategies are recommended to reduce GHG emissions at a statewide level to meet the goals of the Executive Order S-3-05. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with the existing authority of the State agencies. In addition, in 2008 the California Attorney General published The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global-warming related impacts of a project. Tables 12 and 13 of the San Jacinto Retail Center Air Quality/Greenhouse Gas Study, illustrate that the proposed Project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General's Greenhouse Gas Reduction Measures.</p> <p>Based on the fact that the project would generate less than 3,000 MT of CO<sub>2</sub>E annually and would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report as well as the 2008 Attorney General's Greenhouse Gas Reduction Measures, the proposed Project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of greenhouse gases. This would be a <b>less than significant impact</b>.</p>				
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>Hazardous materials are highly regulated in California, including the methods in which they are transported, used, and stored. The proposed Project will be comprised of a convenience store, service station, retail space, fast food drive-throughs, and parking areas. It will require the ongoing use, storage and routine transport of hazardous materials consisting primarily of gasoline and diesel fuel. Common cleaning chemicals, pesticides, and fertilizers will also be used on-site. The service station will be designed and operated consistent with City, County, State and Federal regulations pertaining to the underground storage and dispensation of flammable materials that including, but not limited to the following:</p> <ul style="list-style-type: none"> <li>• 2013 California Fire Code Title 24, Part 9 (CFC 8003.1.3.2) Spill Control Requirements;</li> <li>• California Code of Regulations Title 13, Motor Vehicles Division 1, 2 and 3;</li> <li>• California Code of Regulations Title 27, Environmental Protection, as applicable;</li> <li>• California Mechanical Code (CMC);</li> <li>• California Code of Regulations, Title 8, Industrial Relations, Chapter 4, Industrial Safety;</li> <li>• Health and Safety Code, Section 13240 – 1343.6 (California Propane Storage and Handling Safety Act); and</li> <li>• National Fire Protection Association (NFPA) Code Section 30a.</li> </ul> <p>With adherence to all applicable regulations pertaining to the construction and operation of a service station containing below ground fuel storage tanks, as well as the regulation concerning all hazardous material handling the Project would not emit or release hazardous waste or emissions or otherwise adversely impact public safety through the storage of flammable materials on-site.</p> <p>The storing or dispensing of hazardous materials will be designed and operated consistent with all applicable City, County, State, and Federal regulations and will be subject to routine inspection. Based on these factors, Project-related impacts associated with the transport or disposal of hazardous materials will be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>In addition to IX a) above concerning the underground tanks and dispensing of fuel, the Project will not create hazards to the public through upset or accident, as through the construction process any hazardous materials will be handled, stored, and used in compliance with all Federal, State and City regulations.</p> <p>In addition to the underground fuel tanks, the Project will use various chemicals for routine housekeeping</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
and landscaping purposes. However, none of these chemicals will be used in sufficient quantities to pose a threat to humans or the environment if handled and maintained in compliance with City, State, and Federal regulations. Project-related impacts associated with the hazardous materials will be <b>less than significant</b> , directly, indirectly, or cumulatively.				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The San Jacinto High School is approximately .32-miles from the closest point of the subject property, and Monte Vista Middle School is approximately .36-miles from the closest point of the subject property. Through the construction process, any hazardous materials will be handled, stored, and used in compliance with all Federal, State and City regulations. As noted in IX a-b) above, the Project will create a convenience store/service station, automotive repair/maintenance/installation facility or retail space, a fast food restaurant with drive-through, and parking areas. The uses will require underground fuel storage tanks and will store and use various chemicals for routine housekeeping and landscaping purposes.</p> <p>The automotive repair/maintenance/installation facility has the potential for the storage of used car batteries, tires, oil, and other hazardous materials regulated by the State of California. The storage either indoor or outdoor of these hazardous items has a potential for hazardous effects. For example, the stockpiling of whole tires create two significant hazards: mosquitoes and fires. Due to their shape and impermeability, tires managed in stockpiles tend to hold water for long periods. This stagnant water provides an ideal breeding ground for mosquitoes and sites for mosquito larvae development. Stockpiling whole tires also pose a significant fire hazard. These fires generate large amounts of heat and smoke and are difficult to extinguish. As well, the landfilling of whole tires consumes a large volume of landfill space because the tires are relatively incompressible and 75% of the space a tire occupies is void. This void space provides potential sites for gas collection and harboring of rodents.</p> <p>Through compliance with City, County, State, and Federal regulations and mitigation measure <b>MM HAZ-1</b> the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste to cause danger to surrounding schools. Therefore <b>less than significant impacts</b>, directly, indirectly, or cumulatively to schools will occur.</p> <p><b>MM HAZ-1:</b> The developer shall notify the store operator of the automotive repair/maintenance/installation facility on Parcel 2 that the storage of tires outside will be strictly prohibited and that all used tires shall be sent to a recycling facility regularly.</p>				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Regulated Facilities in Toxic Release Inventory (TRI) Information; DTSC EnviroStor Database Listed Sites)</p> <p>The subject property is not located on a site, which is included on a list compiled pursuant to Government Code Section 65962.3. The Department of Toxic Substances Control EnviroStor database and the California Environmental Protection Agency "Cortese List" (accessed March 15, 2019) did not list any sites of concern on the subject property or in close vicinity to the subject property.</p> <p>Therefore, this Project will have <b>no impact</b>, directly, indirectly, or cumulatively regarding creating a significant hazard to the public or the environment.</p>				



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> (Source: Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)  The City of San Jacinto is outside the Airport Influence Area for the Hemet-Ryan Airport and therefore, the Project would have <b>no impact</b> on this public airport, and there are no other private airports within two miles of the City.				
f) 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"/>
<b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)  The City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.  The Project, although three parcels, is being designed and built as a single commercial complex, as such access will be shared. Primary vehicular access to the Project site will be provided via a one (1) full-access, unsignalized driveway along State Street and one (1) full-access, unsignalized driveway along Cottonwood Avenue. The proposed Project will not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.  The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in <b>less than significant impacts</b> , directly, indirectly, and cumulatively to adopted emergency response or evacuation plan				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; Figure 5.7-1 – Fire Hazards; & General Plan EIR Addendum August 2012)  The Project site is not within a High Fire Hazards Area. The Project will not expose people or structures to significant risks associated with wildfires and therefore, <b>no impact</b> directly, indirectly, or cumulatively will occur.				
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)  See responses in Section XIX below for further information on water and wastewater.  The Project will have approximately 83,763-square-foot of impervious surface area which will include the parking lot, sidewalks, driveways, and roofs. Currently, a portion of the site sheet drains from south to north down the existing slope. This sheet flow is picked up by an existing concrete channel, west of the Project boundary. The remaining portion of the site drains toward the south beginning with sheet flow,				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>then along the existing gutter to the existing storm drain system.</p> <p>Landscaping is proposed along the Project boundaries and throughout the parking lots. The landscaping at the corner of State Street and Cottonwood Avenue and along Cottonwood Avenue will be used for bio-filtration with infiltration. Landscape areas are dispersed throughout the site to receive runoff from adjacent impervious areas. These landscape areas are not self-treating as their sloping allows for run-off to other impervious areas. There will be two (2) biofiltration basins located along Cottonwood Avenue that will treat the runoff from the 7-Eleven parcel (gas station). There will be a trench drain around the gas fueling area which will direct any runoff from this area to an oil/water separator. The location of this separator will be finalized during the construction document phase by 7-Eleven's engineering team. A sub-surface detention/infiltration basin is located on Parcel 2. Stormwater will be collected at either of the two biofiltration basins or the sub-surface detention/infiltration basin.</p> <p>Pursuant to NPDES regulations, the City will require that the Project complies with existing Santa Ana RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.</p> <p>The City of San Jacinto is a Co-Permittee and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit adopted by the Regional Board on January 29, 2010. Since the Project is greater than one acre a Storm Water Pollution Prevention Plan (SWPPP) pursuant to California Regional Water Quality Control Board (RWQCB) Santa Ana Region - Order No. 00-65 and the City's MS4 permit (order no. R8-2002-0011 (NPDES No. CAS 618033) is required.</p> <p>Pursuant to Section 17.300.120 – Water Quality of the Municipal Code the Project will not be permitted to discharge any liquids into the public or private drainage system, or into the ground and applicable requirements and best management practices of RWQCB SWPPP and NPDES permits are required.</p> <p>The City will be providing sewer to the Project. The Project proposes to connect to the existing sewer line in State Street.</p> <p>Compliance with all federal, state, and local water quality laws and regulations related to water quality and waste discharge standards will ensure a <b>less than significant impact</b>, directly, indirectly, and cumulatively to water quality and discharge.</p>				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; P Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>See response X a) above.</p> <p>San Jacinto is located within the San Jacinto Groundwater Basin (Basin). The Basin underlies the cities of San Jacinto, Perris, Moreno, and Menifee Valleys in western Riverside County. The basin is bound by the San Jacinto Mountains to the north, San Timoteo Badlands to the northeast, the Box Mountains to the north and the Santa Rosa Hills and Bell Mountain to the south. The basin is transected by the San Jacinto fault zone creating groundwater barriers. The basin is primarily recharged through percolation in the San Jacinto River and associated tributaries.</p> <p>No new wells or additional water infrastructure are proposed. The Project will be designed for compliance with existing Federal, State, and local water quality laws and regulations related to groundwater and will have <b>less than significant impact</b> on groundwater supplies, directly, indirectly, and cumulatively.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>There are no natural drainages on the Project site. A portion of the site sheet drains from south to north down the existing slope. This sheet flow is picked up by an existing concrete channel, west of the Project boundary. The remaining portion of the site drains toward the south beginning with sheet flow, then along the existing gutter to the existing storm drain system. The Project will change this drainage pattern to meet all NPDES and WQMP requirements.</p> <p>The new drainage pattern will use the landscape areas are dispersed throughout the site to receive runoff from adjacent impervious areas. These landscape areas are not self-treating as their sloping allows for run-off to other impervious areas. There will be two (2) biofiltration basins located along Cottonwood Avenue that will treat the runoff from the 7-Eleven parcel (gas station). There will be a trench drain around the gas fueling area which will direct any runoff from this area to an oil/water separator. The location of this separator will be finalized during the construction document phase by 7-Eleven's engineering team. A sub-surface detention/infiltration basin is located on Parcel 2. Stormwater will be collected at either of the two biofiltration basins or the sub-surface detention/infiltration basin.</p> <p>The implementation of BMPs required by the City and implemented through the Project's Water Quality Management Plans (WQMP) will mitigate potential erosion impacts to <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>In addition to Response X a) &amp; b) above, the design and implementation of these facilities will be reviewed and approved by the City Engineer to assure compliance with all applicable local, State, and Federal standards.</p> <p>Implementation of these and other applicable requirements will assure that drainage and stormwater will not create or contribute water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, or cumulatively to the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018,</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)				
See Response X a) & b) above.				
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>Natural drainage for the site includes a portion of the site sheet draining from south to north down the existing slope. This sheet flow is picked up by an existing concrete channel, west of the Project boundary. The remaining portion of the site drains toward the south beginning with sheet flow, then along the existing gutter to the existing storm drain system. The Project will change this drainage pattern to meet all NPDES and WQMP requirements.</p> <p>As described throughout this section X, the Project will be required to comply with all applicable water quality standards. To further minimize potential water quality degradation, the Project will be connected to the sewer system and on-site/off-site stormwater conveyance system. Project-related water quality degradation impacts will be <b>less than significant</b>, directly, indirectly, and cumulatively.</p>				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 06065C1490H, April 19, 2017; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>A seiche and tsunami are defined below. Since the Project site is not located near a body of water or the ocean, the Project is not subject to these hazards.</p> <p>A <u>seiche</u> is a temporary disturbance or oscillation in the water level of a lake or partially enclosed body of water, especially one caused by changes in atmospheric pressure.</p> <p><u>Tsunami</u> is a long high sea wave caused by an earthquake, submarine landslide, or other disturbance.</p> <p>The Project site is located in an area with reduced flood risk due to the levee (Zone X) (FEMA Flood Insurance Rate Map No. 06065C1490H (April 17, 2017). An area where an accredited levee, dike, or other flood control structure has reduced the flood risk from the 1% annual chance flood.</p> <p>Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a <b>less than significant</b> flood hazard impact, directly, indirectly, and cumulatively.</p>				
e) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; National Flood Hazard Layer FEMA, 06065C1490H, April 19, 2017; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>As noted in X d) above, the Project site is not in the 100-year floodplain, but is located in an area with re-</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
duced flood risk due to a levee. Compliance with existing Federal, State, and local flood hazard laws and regulations as they pertain to the design of the Project will result in a <b>less than significant</b> flood hazard impact, directly, indirectly, and cumulatively.				
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; FE-MA, 06065C1490H, April 19, 2017; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019, Project Specific Water Quality Management Plan State and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)</p> <p>As described throughout this Section X of this review, the Project is required to comply with The City's Municipal Code, the Riverside County DAM, and Riverside County MS4 permit all of which contain regulations to meet Federal and State water quality requirements related to water quality and groundwater. Therefore, the Project will be designed for compliance with existing federal, state, and local water quality laws and regulations related to water quality standards which will ensure a <b>less than significant impact</b>, directly, indirectly, or cumulatively, to the water quality control plan and groundwater management plan.</p>				
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The proposed Project is the subdivision of 2.2-acre parcel into three parcels for commercial development. The Project is consistent with the General Plan designation for the site. The site is located in an area where commercial development has been occurring. The proposed Project would utilize the existing road network and not result in the construction of improvements that would physically divide an existing community or otherwise impact circulation on public roads surrounding the site. Therefore, a <b>less than significant impact</b> either directly, indirectly, or cumulatively will occur to an established community.</p>				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The site is designated as CC – Community Commercial in the City's General Plan and the Project is consistent with this designation. The Project helps to implement the General Plan consistent with General Plan Land Use Policies 2.7 and 4.3 supporting locating commercial land uses along major circulation routes. Therefore, a <b>less than significant impact</b>, directly, indirectly, or cumulatively to any land use plans or zoning will occur.</p>				
<b>XII. MINERAL RESOURCES – Would the project:</b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>According to the California Geological Survey Surface Mining and Reclamation Act (SMARA) Mineral Land Classification system, the City of San Jacinto has been classified as MRZ-1. MRZ-1 are areas where geologic information indicates no significant mineral deposits are present. Therefore, the implementation of the Project will have <b>no impact</b> on mineral resources.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The Project site is not delineated for mineral resources on a local general plan, specific plan or other land use plan and will, therefore, have <b>no impact</b>, directly, indirectly, and cumulatively to the availability of important mineral resources.</p>				
<p><b>XIII. NOISE – Would the project result in:</b></p>				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; San Jacinto Retail Center Noise Study, prepared by BPG Birdseye Planning Group, July 2019)</p> <p><u>dba</u> = A-weighted sound level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear — a numerical method of rating human judgment of loudness.</p> <p><u>Leq</u> = <u>Equivalent Sound Level</u> – the sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.</p> <p><u>CNEL</u> = <u>Community Noise Equivalent Level</u> – the average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 p.m. and after addition of ten (10) decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.</p> <p><b>Project Site Setting</b></p> <p>The Project area is a mix of residential and commercial uses. Thus, the most common and primary sources of noise in the Project site vicinity are motor vehicles (e.g., automobiles and trucks) on Cottonwood Avenue and State Street. Motor vehicle noise is of concern because where a high number of individual events occur, it can create a sustained noise level. Aircraft overflights occur but do not noticeably contribute to the ambient noise environment.</p> <p>To gather data on the general noise environment at the Project site, two weekday morning 15-minute noise measurements were taken on July 18, 2018. Site 1 is located at the southwest corner adjacent to the mobile home park. Site 2 is located at the northwest corner of the site. Both sites are intended to approximate existing ambient noise conditions at the mobile home residences located adjacent to the western property line. The measurements were taken using an ANSI Type II integrating sound level meter. The predominant noise source was traffic. The temperature during monitoring was 75 degrees Fahrenheit with no perceptible wind.</p> <p>During monitoring, 64 cars/light trucks, four medium (two-axles and six wheels) and two heavy (18-wheel) trucks passed Site 1. A total of 319 cars/light truck, 15 medium trucks and three heavy trucks passed Site 2. The table below identifies the noise measurement locations and measured noise levels. Monitoring locations are shown in the figure below. As shown, the Leq was 57.0 dBA at Site 1 and 54.7 dBA at Site 2. The monitoring data sheet is provided as Appendix A of the San Jacinto Retail Center Noise Study.</p>				



<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
---	--------------------------------	--	------------------------------	-----------

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------	--	------------------------------	-----------

Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--	------------------------------------	--------------

Less Than Significant Impact	No Impact
------------------------------	-----------

No  
Impact

## Noise Monitoring Results

Measurement Location	Primary Noise Source	Sample Time	LEQ (dBA)
1. Project site adjacent to the mobile home residential neighborhood	Traffic	Weekday morning	57.0
2. Northwest corner of the Project site adjacent to mobile homes and State Street	Traffic	Weekday morning	54.7

Source: Field visit using ANSI Type II Integrating sound level meter.

### Monitoring Sites



### Methodology and Significance Thresholds

Construction noise estimates are based upon noise levels reported by the Federal Transit Administration, Office of Planning and Environment, and the distance to nearby sensitive receptors. Reference noise levels from that document were used to estimate noise levels at nearby sensitive receptors based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation).

The proposed Project would be a new use; thus, traffic noise levels associated with existing and future traffic on Cottonwood Avenue and State Street were based on the difference in volumes between existing conditions and the proposed use referenced in the Traffic Impact Assessment. A doubling of traffic volumes would be required to cause a noticeable increase (3 dBA) in the Leg associated with traffic noise.

### Temporary Construction Noise

The main sources of noise during construction activities would include heavy machinery used during, grading and clearing the site, as well as equipment used during building construction and paving. The table below demonstrates the typical noise levels associated with heavy construction equipment. As shown, average noise levels associated with the use of heavy equipment at construction sites can range



## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

from about 81 to 95 dBA at 25 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (Hanson, Towers, and Meister, May 2006).

### Typical Construction Equipment Noise Levels

Equipment On-Site	Typical Level (dBA) 25-Feet from the Source	Typical Level (dBA) 50-Feet from the Source	Typical Level (dBA) 100-Feet from the Source
Air Compressor	84	78	64
Backhoe	84	78	64
Bobcat Tractor	84	78	64
Concrete Mixer	85	79	73
Bulldozer	88	82	76
Jack Hammer	95	89	83
Pavement Roller	86	80	74
Street Sweeper	88	82	76
Man Lift	81	75	69
Dump Truck	82	76	70

Source: Noise levels based on FHWA Roadway Construction Noise Model (2006) Users Guide Table 1. Noise levels based on actual maximum measured noise levels at 50 feet (L<sub>max</sub>).

Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.

Noise-sensitive uses near the Project site are existing mobile homes located adjacent to and west of the site. The table below shows typical maximum construction noise levels at various distances from construction activity, based on a standard noise attenuation rate of 6 dBA per doubling of distance. The noise level used to estimate the maximum noise level that could occur is based on the use of a bulldozer as it is likely to be the noisiest type of equipment used over a sustained period of time in proximity to neighboring residences during site preparation activities. Actual noise levels will fluctuate throughout the day but may periodically exceed 88 dBA at the property lines depending on the type and location of equipment used and whether multiple pieces of equipment are operating simultaneously in the same area.

As referenced, Section 8.040.090 (A) of the City of San Jacinto Municipal Code allows construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction is allowed on Sunday or federal holidays. Construction occurring consistent with these provisions is exempt from noise regulations.

### Typical Maximum Construction Noise Levels at Various Distances from Project Construction

Distance from Construction	Maximum Noise Level at Receptor (dBA)
25-feet	88
50-feet	82
100-feet	76
250-feet	70
500-feet	64
1,000-feet	58

### Long-Term Operational Noise Exposure

Long-term operation of the proposed Project was evaluated for potential exterior traffic related impacts caused by increased traffic volumes associated with the project as well as interior noise levels caused by traffic.

**Exterior Traffic Noise.** Traffic is the primary noise source that would be generated by the proposed Project. Existing measured noise levels do not exceed the exterior residential standard at the sensitive properties located adjacent and west of the site. Thus, whether a traffic-related noise impact would occur is based on whether Project traffic, when added to the existing traffic, would cause the Leq to noticeably increase (+3 dBA) or exceed the 65-dBA exterior standard referenced in the San Jacinto Municipal Code.

The roadway network adjacent to the Project site (Cottonwood Avenue and State Street) was modeled using the Federal Highway Administration Traffic Noise Model (TNM) version 2.5 software. The model calculates traffic noise at receiver locations based on traffic volumes, travel speed, mix of vehicle types

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

operating on the roadways (i.e., cars/trucks, medium trucks and heavy trucks) and related factors. Traffic volumes and vehicle mix on Cottonwood Avenue and State Street used to calibrate TNM were based on vehicle counts obtained during the monitoring period. The 15-minute counts were multiplied by four to obtain hourly traffic counts. The model was calibrated based on traffic counts during monitoring to calculate noise levels that are +/- 2 dBA those measured on-site and reported in the “Noise Monitoring Results” table above.

Traffic volumes for peak hour Project operation were obtained from the Traffic Impact Study prepared by Linscott, Law and Greenspan, Inc. (May 2018). State Street is a four-lane, divided roadway oriented north-south and borders the Project site to the east. The posted speed limit on State Street is 45 miles per hour (mph). Cottonwood Avenue is a two-lane, divided east-west roadway that borders the Project site to the south. The posted speed limit on Cottonwood Avenue is 45 mph.

Peak hour Project trips were added to baseline conditions to determine whether the Leq at the following receivers would noticeably change or exceed 65-dBA as a result of project-related traffic:

1. Mobile home residence located adjacent to the southwest corner of the Project site; and
2. Mobile home residence located adjacent to the northwest corner of the site.

Commercial uses are located to the south and southeast, and vacant land is located to the north and east across State Street. Thus, any noise impacts associated with the Project would be concentrated at the above-referenced receptors. A four-foot high concrete block wall is located along the western property boundary between the site and adjacent mobile homes. This does provide some noise attenuation from traffic on either State Street or Cottonwood Avenue; and thus, was incorporated into the traffic model. The receiver locations are shown in the figure below. Existing noise levels are shown in the table below. As shown, the daytime hourly average (Leq) exceeds the 65 dBA standard at receivers 1, 5 and 6 under baseline conditions.



Receiver Sites

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially Significant Impact

Less Than Significant with Mitigation Incorporated

Less Than Significant Impact

No Impact

### Modeled Noise Levels

Receptor	Existing Leq	Exceed Standard?	With Project Leq	dBA Change	Significant Impact
1. Mobile Home adjacent to SW corner of the site	60.9	No	61.1	+0.2	No
2. Mobile Home adjacent to NW corner of the site	56.4	No	56.6	+0.2	No

To calculate Project-related noise effects, Project peak hour traffic volumes as provided in the Traffic Impact Assessment were added to baseline traffic conditions. A Project related noise impact would occur under conditions where the Project causes a Leq exceeding the 65 dBA standard to noticeably increase (+3 dBA) or a Leq under the standard to exceed the standard. As shown in the table above, traffic associated with the Project would add less than one decibel to the existing Leq at the receivers modeled. The proposed Project would have no perceptible impact on traffic-related sound levels at receivers in proximity to the site.

**Interior Traffic Noise.** California Energy Code Title 24 standards specify construction methods and materials that result in energy-efficient structures and up to a 30 dBA reduction in exterior noise levels (assuming windows are closed). This includes the operation of mechanical ventilation (e.g., heating and air conditioning), in combination with standard building construction that includes dual-glazed windows with a minimum Sound Transmission Class (STC) rating of 26 or higher. When windows are open, the insertion loss drops to about 10 dBA.

The mobile homes located adjacent and west of the site are unlikely to have been constructed consistent with current Title 24 standards, and the interior decibel reduction may be less than the 30-dBA referenced above. However, the Project will have no perceptible effect on exterior noise levels; thus, regardless of the insertion loss associated with the building structures, interior noise levels at neighboring single-family residences to the east and the mobile home park to the south would not be adversely affected by Project-related traffic.

In addition to traffic noise, on-site noise sources would include the operation of a drive through speaker(s) and rooftop heating, ventilation and air conditioning (HVAC) equipment. The following discussion addresses potential noise impacts associated with those uses.

**Drive Thru Window Speakers.** Speaker noise is a variable noise source and subject to change based on volume settings. The drive through menu board and the speaker would be located along the east side of the building site proposed for construction in proximity to the northern site boundary. Menu board/speaker noise is assumed to project north, south, and east. The building would screen noise projection to the west. The restaurant would be located approximately 175-feet east of Receiver 2. Reference noise levels range from 58 to 65-dBA at 30 feet from the source (Illingsworth & Rodkin, 2010); thus, speaker noise would attenuate to approximately 53 dBA at Receiver 2. This would be an intermittent source with levels that are less than or similar to modeled traffic noise. However, speaker noise may be audible at adjacent residences throughout the day and evening as traffic volumes fluctuate. As referenced, speaker noise would attenuate to below baseline conditions at the property line and would be less than the 65-dBA daytime and standard. However, a Leq of 53 dBA would exceed the 50 dBA nighttime (i.e., 10:00 p.m. to 7:00 a.m.) standard. To avoid adverse impacts associated with the use of the drive through speaker, as a condition of project approval, it is recommended that drive through speaker volume be set to a level that is inaudible beyond the immediate drive through lane, order and pick up window.

**HVAC Systems.** The HVAC systems proposed for use on the site has not been specified, and noise levels vary depending on the size of the system. However, multiple HVAC systems will be installed on the roof-top of each building. HVAC noise levels can be expected to range from 60 to 70 dBA at 5 feet from the rooftop equipment and ventilation openings (Illingsworth & Rodkin, 2011). It is assumed that each building would have roof parapets to provide aesthetic relief and screen rooftop equipment from view. The parapets would break the line of sight between the HVAC units and the receivers west of and below the buildings. This typically results in a 10 dBA or greater noise level reduction. Assuming HVAC units

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>are installed at the center of the rooftop, or approximately 60 feet from the receivers located along the eastern property line, a 70-dBA reference noise level would attenuate to approximately 53-dBA at 40 feet from the source. This would be less than ambient daytime conditions and the 65-dBA standard. Nighttime noise levels could exceed the 50-dBA standard. With the installation of a roof parapet or shroud around each HVAC unit, nighttime noise levels would be approximately 43-dBA which is less than the 50-dBA standard.</p> <p><i>Auto Repair Operations.</i> As referenced, Building B may be occupied by an auto care/repair facility. Noise associated with these types of facilities is similar to other commercial businesses including those that would be operating on the Project site (i.e., engine noise and car horns). Noise sources specific to auto repair facilities would include air compressors, impact wrenches, and other air-driven tools and industrial vacuums. This type of equipment can generate noise levels in excess of 95-100 dBA at the source. However, use of this type of equipment is intermittent and typically for short periods of time. Therefore, while noise may be audible outside the service bays, it is not a sustained noise source.</p> <p>As proposed, Building A would be located adjacent to the mobile homes located west of the site; however, the repair bays would be located on the east/southeast side of the building, and all repair work would be confined to the building. No repair work would occur outside the building. The rear and side building walls and roof structure will typically provide 25-30 dBA of attenuation for properties located to the west. The nearest receiver is approximately 50 feet from the center of the Building A pad. Assuming noise levels associated with an impact wrench are 100 dBA at 5 feet would attenuate to 80 dBA at 50 feet from the source. The building attenuation would reduce noise levels an additional 25 dBA or to 55 dBA. The noise standard for mobile home parks is 65 dBA Leq during daytime hours (7:00 am to 10:00 pm). Intermittent noise levels associated with the operation of the auto repair could be 55 dBA at the nearest receivers; however, the average noise level over the course of a work day would likely be consistent with background noise levels associated with traffic operation and less than the standard for mobile home parks referenced above.</p> <p><b>CONCLUSION</b></p> <p>The proposed Project is not expected to have an adverse operational noise impact. Section 8.040.090 (A) of the City of San Jacinto Municipal Code allows construction activities between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. No construction is allowed on Sunday or federal holidays. Construction occurring consistent with these provisions is exempt from noise regulations. The existing 65 dBA Leq standard at the two receivers modeled is not exceeded under existing conditions. The proposed Project would have a 0.2 dBA increase in the Leq at modeled receivers. The Project would not cause a noticeable increase in Leq at receivers where this standard is exceeded or cause the Leq to increase above 65 dBA at receivers currently at or below the standard. Assuming a 30 dBA reduction in noise levels between the exterior and interior levels, the interior standard would be met at all receivers with the operation of the proposed Project.</p> <p>To avoid adverse impacts associated with the use of the drive-thru speaker, a mitigation of the Project will be drive through speaker volume be set to a level that is inaudible beyond the immediate drive through lane, order and pick up window. As well, HVAC systems could exceed the 50-dBA nighttime standard. With the installation of a roof parapet or shroud around each HVAC unit, nighttime noise levels would be approximately 43-dBA which is less than the 50-dBA standard. Thus, a <b>less than significant noise impact with mitigation</b> would occur.</p> <p><b>MM NOI-1:</b> The developer shall notify the owner/operator of the fast food restaurant that throughout the operation of the fast food restaurant drive-through the speaker volume is to be set to a level that is inaudible beyond the immediate drive-through lane, order and pick-up window.</p> <p><b>MM NOI-2:</b> The developer shall ensure through the building permit process that all HVAC units are placed behind a roof parapet as high as the unit or higher or behind a shroud to the Planning Department's approval.</p>				
b) Generation of excessive groundborne vibration or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
groundborne noise levels?					
<b>Response:</b> (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control; San Jacinto Retail Center Noise Study, prepared by BPG Birdseye Planning Group, July 2019)					
<b>PPV</b> – Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.					
<b>RMS</b> – Known as root mean squared (RMS) can be used to denote vibration amplitude					
<b>VdB</b> – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.					
See response XIII a) above.					
Activities associated with retail, restaurant and fueling operations do not generate vibration. Thus, this discussion focuses on temporary vibration caused by construction. The residential structures to the west are located approximately 25-feet from the property line and active grading area. Based on the information presented in the table below, vibration levels from the operation of a large bulldozer would be approximately 87 VdB (0.089 inches/second) or less at 25-feet (Caltrans 2013). A PPV of 0.2 inches/second (100 VdB) is the vibration energy required to damage fragile historic buildings. While vibration from grading may be perceived at neighboring residences west of the site, the vibration energy would be well below that required to cause structural damage.					
<b>Vibration Source Levels for Construction Equipment</b>					
Equipment	Approximate VdB				
	25-Feet	50-Feet	60-Feet	75-Feet	100-Feet
Large Bulldozer	87	81	79	77	75
Loaded Trucks	86	80	78	76	74
Jack Hammer	79	73	71	69	67
Small Bulldozer	58	52	50	48	46
Source: Federal Railroad Administration, 1998					
Vibration levels may temporarily exceed the groundborne velocity threshold level of 72 VdB for residences and/or buildings where people sleep. Maximum vibration levels could be 75-77 VdB. However, as long as construction occurs within the prescribed hours referenced above, temporary vibration impacts would be considered adverse, but <b>less than significant</b> .					
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Response:</b> (Source: General Plan as amended October 19, 2012; Noise Element Figure N-1 – Future Noise Contours; General Plan EIR; Figure 5.10.1 – Future Noise Contours; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.40 – Noise Control& Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)					
There are no private airports within two miles of the City, and this project site is outside the Hemet Ryan Airport Plan; therefore, this Project will have <b>no impact</b> , directly, indirectly, or cumulatively to exposing people residing or working in the project area to excessive noise.					
<b>XIV. POPULATION AND HOUSING – Would the project:</b>					
a) Induce substantial unplanned 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>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; & General Plan EIR Addendum August 2012)					

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project will not induce growth as it is consistent with the City's General Plan policies for commercial development. The City's General Plan establishes the development potential of the City to accommodate the City's growth to 2050. The Project, as proposed, will help to accommodate that growth, but will not induce it.</p> <p>The development of the site will result in residential buildings. The Project site is located on existing streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure is required. Project-related impacts are expected to be <b>less than significant</b>.</p>				
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The Project site will require the demolition of one home but will replace it with 42 new homes. Therefore, there is <b>no impact</b> on housing</p>				
<b>XV. PUBLIC SERVICES – Would the project:</b>				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The Project is located approximately 1.3-miles from Riverside County Fire Station #25 located at 132 S San Jacinto Avenue, less than three-minutes with lights and sirens. As a result, fire personnel will be able to reach the site within the recommended response time. The Fire Department will approve the Project site plan to ensure it meets applicable fire standards and regulations.</p> <p>Like any development project, the Project may increase demand for fire service; however, the Project would not increase the population beyond what was anticipated in the General Plan. Further, the Project would be designed and constructed consistent with applicable codes and standards for access and fire suppression infrastructure consistent with the General Plan EIR Mitigation Measure H-8 which requires that during the development review process, the City's Community Development Department in cooperation with the City Engineer and the Riverside County Fire Department, shall ensure that:</p> <ul style="list-style-type: none"> <li>• New private access roads are at least 24 feet wide and provide adequate turning radius for fire and emergency vehicles.</li> <li>• A fire management plan is prepared for all development located in or adjacent to wildfire-prone areas such as naturally vegetated hillsides. The fire management plan may require fire protection measures such as landscape or open space buffers, maintenance programs for weed and vegetation abatement and fire-resistant plants, as well as non-combustible building materials, including roofing.</li> <li>• Adequate service and response times can be provided to the development without reducing service to existing areas.</li> <li>• Development plans clearly identify fire flows, hydrant siting, and access points.</li> </ul> <p>The Project will not require the construction of a new fire station to maintain service ratios. Through the implementation of all regulations and City policies for development projects, the Project will have a <b>less than significant impact</b> on fire services, directly, indirectly, and cumulatively.</p>				
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>To assure that police service is sufficient to meet demand, the City has established a Public Safety Capi-</p>				



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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Community Services and Facilities Element Figure CSF-3 – Parks &amp; Public Facilities; CSF-4 – Trails Opportunities Map; General Plan EIR; General Plan EIR Addendum August 2012; Parks Master Plan, November 2005; Municipal Code Chapter 16.40 – Park Dedications and Fees; &amp; Chapter 15.36 – Park and Open Space Development Fees)</p> <p>The Project does not include the construction of recreational facilities or require the need to construct recreational facilities. The Project will have <b>no impact</b>, directly, indirectly, or cumulatively on recreational facilities.</p>				
<b>XVII. TRANSPORTATION – Would the project:</b>				
a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Traffic Impact Analysis Report San Jacinto Retail Center, prepared by Linscott, Law &amp; Greenspan, Engineers, May 15, 2018)</p>				
<p><b>STREET/HIGHWAY FACILITIES</b></p> <p>State Street is proposed as a Major Highway, and Cottonwood Avenue is proposed as an Arterial Highway in the City's General Plan. A Major Highway is designated as a 112-foot wide four-lane roadway with a twelve-foot painted median. An Arterial Highway is a 122-foot wide six-lane roadway with an 18-foot wide curb or painted median.</p> <p><u>Project Trip Generation Forecast</u></p> <p>The trip generation potential for the proposed Project was estimated using ITE Land Use 820: Shopping Center, 853: Convenience Market with Gasoline Pumps, and 934: Fast-Food Restaurant with Drive-Through Window trip rates. The proposed automotive repair/maintenance/ installation facility on Parcel 2 will not have more intense vehicle trips than retail. The proposed Project is forecast to generate 2,231 daily trips (one half arriving, one-half departing), with 110 trips (56 inbound, 54 outbound) produced in the AM peak hour and 118 trips (60 inbound, 58 outbound) produced in the PM peak hour. Please note that the aforementioned overall Project trip generation includes adjustments for pass-by as recommended by ITE.</p> <p><u>Key Intersections</u></p> <p>The six (6) key study intersections listed below provide both local and regional access to the study area and define the extent of the boundaries for this traffic impact investigation:</p> <ol style="list-style-type: none"> <li>1. State Street at Ramona Expressway</li> <li>2. State Street at Ramona Boulevard</li> <li>3. State Street at De Anza Drive</li> <li>4. Palm Avenue at Cottonwood Avenue</li> <li>5. State Street at Cottonwood Avenue/Brinton Street</li> <li>6. State Street at 7th Street</li> </ol> <p><u>Intersection Capacity Analysis</u></p> <p><b>Under Existing traffic conditions</b>, the six (6) key study intersections currently operate at an acceptable service level during the AM and PM peak hours.</p> <p><b>Under Existing With Project traffic conditions</b>, the proposed Project will not significantly impact any of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The six (6) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Pro-</p>				

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

ject generated traffic to existing traffic.

**Under Existing With Ambient Growth Year 2020 With Project traffic conditions**, the proposed Project will not significantly impact any of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The six (6) key study intersections currently operate and are forecast to continue to operate at an acceptable LOS D or better during the AM and PM peak hours with the addition of Project generated traffic to existing traffic and ambient growth traffic.

**Under the Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions**, the Project will significantly impact one (1) of the six (6) key study intersections, when compared to the LOS standards and significant impact criteria specified in this report. The remaining five (5) key study intersections are forecast to continue to operate at an acceptable service level during the AM and PM peak hours with the addition of Project generated traffic to existing traffic, ambient growth traffic, and cumulative projects traffic. The location projected to operate at an unacceptable LOS with the addition of Project traffic to existing traffic, ambient growth traffic and cumulative projects traffic is as follows:

Key Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
State Street at Ramona Expressway	65.3 s/v	E	57.3 s/v	E

The implementation of the required improvements at the one (1) impacted intersection completely offsets the impact of Project traffic. The impacted key study intersection is forecast to operate at an acceptable LOS D during the AM and PM peak hours with the implementation of required improvements.

### Required Improvements

The results of the intersection analyses for Existing With Project traffic conditions indicates that the proposed Project will not significantly impact any of the six (6) key study intersections. Given that there are no significant Project impacts, **no improvements** are required under Existing Plus Project traffic conditions.

The results of the intersection analyses for Existing With Ambient Growth Year 2020 With Project traffic conditions indicates that the proposed Project will not significantly impact any of the six (6) key study intersections. Given that there are no significant Project impacts, **no improvements** are required under Existing With Ambient Growth Year 2020 With Project traffic conditions.

The results of the intersection analyses for Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions indicate that the proposed Project will significantly impact one (1) of the six (6) key study intersections. The following are improvements recommended to **mitigate** the Existing With Ambient Growth Year 2020 With Cumulative With Project traffic impacts:

- Intersection No. 1 – State Street at Ramona Expressway: Modify the existing traffic signal and provide for an eastbound right-turn overlap phase.

### Project Specific Improvements

The following Project design feature is to be implemented in conjunction with the development of the proposed Project to ensure adequate access, and egress to the site is provided:

- Project Driveway No. 2 at Cottonwood Avenue: Restripe the striped median along Cottonwood Avenue from the east leg of Palomar Avenue to the existing eastbound left-turn pocket at State Street to provide a Two-Way-Left-Turn Lane (TWLTL). The installation of the TWLTL will provide an increased eastbound left-turn storage at the intersection of State Street at Cottonwood Avenue from 115 feet to 390 feet. Additionally, the TWLTL will provide an eastbound left-turn lane for vehicles along Cottonwood Avenue entering the Project site, as well as providing refuge for the vehicles exiting the Project site and heading eastbound along Cottonwood Avenue.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><u>Fair-Share Contribution</u></p> <p>The proposed Project is anticipated to create one (1) <b>significant impact</b> under <u>Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions</u>. As such, the proposed Project can be expected to pay a proportional “fair share” of the improvement costs of the impacted intersection to mitigate the Project’s traffic impacts. The Project fair share percentages for Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions for the impacted key study intersection is shown below:</p> <ul style="list-style-type: none"> <li>State Street at Ramona Expressway the developer shall pay a 2.3% fair share allocation to improve this intersection in the future.</li> </ul> <p><u>Intersection Queuing Analysis</u></p> <p>Adequate storage is provided for the minimum required stacking/storage lengths for the specific movements identified by City of San Jacinto staff at the key study intersections of State Street at Cottonwood Avenue/Brinton Street, State Street at Project Driveway No. 1, and Project Driveway No. 2 at Cottonwood Avenue for Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions.</p> <p>Based on the above analysis the Project will have a <b>less than significant with mitigation impact</b> on street and highway facilities, directly, indirectly and cumulatively.</p> <p><b>ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS</b></p> <p><u>Site Access and Internal Circulation</u></p> <p>Vehicular access to the Project site will be provided via one (1) full-access, unsignalized driveway along State Street (Project Driveway No. 1) and one (1) full-access, unsignalized driveway along Cottonwood Avenue (Project Driveway No. 2). It should be noted that as a Project design feature, the median along Cottonwood Avenue from the east leg of Palomar Avenue to the existing eastbound left-turn pocket at State Street shall be restriped with the development of the Project in order to provide a Two-Way-Left-Turn Lane (TWLTL) (<b>MM TRAN-2</b>). Additionally, the TWLTL will provide an eastbound left-turn lane for vehicles along Cottonwood Avenue entering the Project site, as well as providing refuge for the vehicles exiting the Project site and heading eastbound along Cottonwood Avenue.</p> <p>The two (2) proposed Project driveways are forecast to operate at acceptable LOS C or better during the AM and PM peak hours for Existing With Ambient Growth Year 2020 With Cumulative With Project traffic conditions. As such, Project access will be adequate. Motorists entering and exiting the Project site will be able to do so comfortably, safely, and without undue congestion.</p> <p>Based on the above analysis the Project will have a <b>less than significant with mitigation impact</b> on on-site roadways and site access, directly, indirectly and cumulatively.</p> <p><b>VEHICLE TRIP REDUCTION PROGRAM</b></p> <p>Chapter 10.28 – Vehicle Trip Reduction Program and Chapter 17.350 – Transportation Demand Management applies to all new retail, commercial projects where the development could employ fifty (50) or more persons based on a 500-square-foot to one employee ratio for retail and 300-square-feet to one employee for office. As proposed the Project generates 27 employees. Therefore, a Trip Reduction Program (TRP) is not required. Therefore, the Project will have <b>no impact</b> on trip reduction.</p> <p><b>ALTERNATIVE MODES OF TRANSPORTATION</b></p> <p>Alternative modes of transportation mean any other way to commute other than driving alone. Examples include biking, walking, carpooling, and taking public transportation. The Project proposes to develop</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>three “vehicle oriented” commercial uses.</p> <p><u>Pedestrian</u></p> <p>Sidewalks along roadways and curb ramps at intersections are present in locations where development has occurred to serve the pedestrian. As well, the Project will provide all required sidewalks and ramps along the Project area on State Street and Cottonwood Avenue.</p> <p>As well, the Project will provide all required sidewalks and ramps within the Project area. Decorative walkways with appropriate signage shall be designed throughout the site to provide the pedestrian with a safe way to maneuver through the site (<b>MM TRAN-4</b>).</p> <p><u>Bicycles</u></p> <p>Pursuant to the General Plan, Class II bikeways are proposed along State Street and Cottonwood Avenue. Both State Street and Cottonwood Avenue will be widened along the Project frontages to accommodate the bicycle lane and other required improvements. To promote bicycle usage both, long-term and short-term bicycle parking stalls shall be provided throughout the site (<b>MM TRAN-5</b>).</p> <p><u>Public Transit Services</u></p> <p>The City of San Jacinto is served by the Riverside Transit Agency (RTA) which provides bus service to western Riverside County. RTA has reviewed the Project and notes that bus stops are located on State Street on the far side of Cottonwood avenue both southbound and northbound.</p> <p>Based on the above analysis the Project will have a <b>less than significant with mitigation impact</b> on alternative modes of transportation, directly, indirectly and cumulatively.</p> <p><b>TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION</b></p> <p>The Project will be importing or exporting any soil to or from the site. Therefore, a haul route plan is not required. However, all temporary traffic changes to build the Project shall be approved by the City Engineer. Therefore, there will be <b>no impact</b>.</p> <p><b>CITY CAPITAL IMPROVEMENT PROGRAM (CIP)</b></p> <p>The City Capital Improvement Program 2008/2009 presents the funded active CIP projects within the City of San Jacinto. These projects are organized within the following seven categories: Streets, Traffic, Facilities, Parks &amp; Recreation, Storm Drain, Water Services, and Sewer. Upon review of the City of San Jacinto Capital Improvement Program 2008/2009, there are no planned capital improvement projects that have yet to be completed within the study area defined in this report. As such, no planned capital improvements have been assumed in this analysis.</p> <p>Adherence to all Engineering requirements for State Street and Cottonwood Avenue will ensure that there is <b>no impact</b> to the City’s CIP, directly, indirectly, and cumulatively.</p> <p><b>WRCOG TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM</b></p> <p>WRCOG represents 24 agencies inclusive of 18 cities (including the City of San Jacinto), the County of Riverside, the Eastern Municipal Water District, March JPA, the Morongo Band of Mission Indians, the Riverside County Superintendent of Schools, and the Western Municipal Water District. As stated in the WRCOG TUMF Administrative Plan, dated December 4, 2017, “The TUMF Program provides significant additional funds from new development to make improvements to the Regional System, complementing funds generated by Measure A, local transportation fee programs, and other potential funding sources.” The WRCOG TUMF fees are based on the size and land use type of all new developments. The Project will be subject to the TUMF program, and TUMF fees will be calculated for each land use type of the Project as it is constructed and developed. It should be noted that exact TUMF fees will be calculated before</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the Conditions of Approval (COA) for the Project. Based on a review of the 2017 Hemet/San Jacinto Zone 5-Year Transportation Improvement Program, there is one (1) funded expenditure within the defined Project study area:</p> <ul style="list-style-type: none"> <li>07-HS-SJC-1122: Ramona Expressway, Sanderson Street to Main Street Phase I &amp; II (5.05 miles, 2 to 4 lanes &amp; 2 to 6 lanes)</li> </ul> <p>However, based on field observations, Ramona Expressway has already been widened to six-lanes on either side of State Street; therefore, there will be <b>no impact</b>. As such, no planned TUMF improvements have been assumed in this analysis. However, the Project will still be subject to the appropriate TUMF fees.</p> <p><b>LOCAL FUNDING MECHANISMS</b></p> <p>The proposed Project is located within the City of San Jacinto and will, therefore, be subject to the City's Development Impact Fees (DIF). Eligible facilities for funding the City DIF program are identified on the County's Public Needs list.</p> <p>The proposed Project will participate in the cost of off-site improvements through payment of City DIF fees based on the current fees at the time of construction of the proposed Project and will, therefore, have a <b>less than significant impact</b>.</p> <p><b>SUMMARY</b></p> <p>Based upon the analysis above the Project as designed and conditioned will have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on the performance of the circulation system, non-motorized plans, and ordinances or policies establishing measures of effectiveness for the performance of the non-motorized circulation system.</p> <p><b>MM TRAN-1:</b> <u>State Street at Ramona Expressway:</u> Prior to building permit issuance the developer shall modify the street improvement plans for Engineering approval to show modification of the existing traffic signal and provide for an eastbound right-turn overlap phase.</p> <p><b>MM TRAN-2:</b> <u>Project Driveway No. 2 at Cottonwood Avenue:</u> Prior to building permit issuance the developer shall modify the street improvement plans for Engineering approval to show re-striping of the striped median along Cottonwood Avenue from the east leg of Palomar Avenue to the existing eastbound left-turn pocket at State Street to provide a Two-Way-Left-Turn Lane (TWLTL). The installation of the TWLTL will provide an increased eastbound left-turn storage at the intersection of State Street at Cottonwood Avenue from 115 feet to 390 feet. Additionally, the TWLTL will provide an eastbound left-turn lane for vehicles along Cottonwood Avenue entering the Project site, as well as providing refuge for the vehicles exiting the Project site and heading eastbound along Cottonwood Avenue.</p> <p><b>MM TRAN-3:</b> Prior to the occupancy of the first building the applicant/developer shall pay the Project's fair share contribution toward improvements to State Street at Ramona Expressway in the amount of 2.3% of the cost of the improvement.</p> <p><b>MM TRAN-4:</b> Prior to Grading Permit approval, the developer shall redesign the site plan for Planning approval, to provide decorative walkways with appropriate signage to serve the pedestrian throughout the site.</p> <p><b>MM TRAN-5:</b> Prior to Grading Permit approval, the developer shall redesign the site plan for Planning approval, to provide long-term and short-term bicycle parking in accordance with Chapter 17.330.110 of the Development Code and Section 5.710.6.2 of the Cal Green Code.</p>				



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3 <sup>1</sup> or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; San Jacinto 5-Year Capital Improvement Program 2014; Western Riverside Council of Governments TUMF Program; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Traffic Impact Analysis Report San Jacinto Retail Center, prepared by Linscott, Law &amp; Greenspan, Engineers, May 15, 2018)</p> <p>The Riverside County Transportation Commission (RCTC) is designated as the Congestion Management Agency (CMA) to oversee the Congestion Management Program (CMP). Recently, the RCTC has approved modification of the CMP Land Use Coordination Element, which includes the elimination of the Traffic Impact Assessment (TIA) report process and replaced it with an Enhanced Traffic Monitoring System. Therefore, a TIA report is no longer required, but local jurisdictions are required to report deficient facilities (locations that cannot be mitigated to LOS E or better) along the CMP network, which are identified in traffic impact studies prepared for local agencies.</p> <p>After the implementation of the recommended improvements, the traffic study did not find any significant impacts at any of the analyzed locations, and therefore the proposed Project does not conflict with the Riverside County Congestion Management Program. Therefore, the Project will have <b>no impact</b> under the to the CMP guidelines, directly, indirectly, or cumulatively to a CMP roadway.</p>				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections; Traffic Impact Analysis Report San Jacinto Retail Center, prepared by Linscott, Law &amp; Greenspan, Engineers, May 15, 2018)</p> <p>As designed the Project does not have geometric design features that are dangerous. The Project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire as well as the Project's Traffic Engineer see response XVII a) above. The Project will have <b>less than significant impact</b>, directly, indirectly, and cumulatively, as it will not create or increase hazards on the circulation system.</p>				
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: Riverside County Congestion Management Program, Riverside County Transportation Commission, December 14, 2011; General Plan as amended October 19, 2012; Circulation Element Table C-1 – Overview of Street Classifications; Figure C-1 – Roadway Cross Sections; Figure C-2 – Roadway System; Figure C-4 – Bikeways; Figure C-5 – Standard Bikeway Cross Sections; General Plan EIR; General Plan EIR Addendum August 2012; Figure 5.13-5 – Proposed City of San Jacinto General Plan Network; Figure 5.13-6 – General Plan Roadway Cross-Sections)</p> <p>The Project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access is provided and was found to be compliant with City standards. The Project will have <b>less than significant impact</b>, directly, indirectly, and cumulatively, as it will not create or increase hazards on the circulation system.</p>				

<sup>1</sup>CEQA Guidelines section 15064.3(c) provides that a lead agency “may elect to be governed by the provisions” of the section immediately; otherwise, the section’s provisions apply July 1, 2020. Here, the City has not elected to be governed by Section 15064.3. Accordingly, an analysis of vehicles miles traveled (VMT) is not necessary to determine whether a proposed project will have a significant transportation impact.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES – Would the project:</b>				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; & Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., July 25, 2018, Phase 1 Paleontological Resources Inventory for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&L Environmental, Inc., August 6, 2018)				
Public Resources Code Section 21074 reads as follows:				
<p>(a) <i>“Tribal cultural resources” are either of the following:</i></p> <p>(1) <i>Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:</i></p> <p>(A) <i>Included or determined to be eligible for inclusion in the California Register of Historical Resources.</i></p> <p>(B) <i>Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.</i></p> <p>(2) <i>A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.</i></p> <p>(b) <i>A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.</i></p> <p>(c) <i>A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).</i></p>				
Public Resources Code Section 5020.1(k) reads as follows:				
<i>Local register of historical resources” means a list of properties officially designated or recognized as historically significant by a local government pursuant to a local ordinance or resolution.</i>				
<p>The site is vacant with the remains of a concrete foundation. During L&amp;L Environmental, Inc.’s (L&amp;L) pedestrian survey, no prehistoric resources were detected, and one (1) historic age archaeological site was encountered and recorded (San Jacinto Retail Center-1 [SJRC-1]). Site SJRC-1 consists of one (1) concrete slab/foundation remnant. The foundation remains were detected in an area that corresponds to the location of a structure that was constructed between 1972 and 1978 and removed between 1978 and 1996 (NETR 2018). This indicates that Site SJRC-1 ranges between 40 and 46 years in age and may be historic age for the purposes of CEQA (45 years in age or older when considering an approximate five [5] year planning horizon for the proposed project). Site SJRC-1 was recorded onto a Department of Parks and Recreation (DPR) 523 Form that was submitted to the EIC.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>L&amp;L contacted the Native American Heritage Commission (NAHC) requesting a Sacred Lands File database search (SLS). The NAHC SLS failed to indicate the presence of Native American cultural resources in the immediate project area. However, the NAHC noted that the absence of specific site information does not indicate the absence of cultural resources in any project area and that other resources should be consulted to obtain information regarding known and previously recorded sites. Scoping letters were sent to the 34 contacts listed by the NAHC on August 10 and 13, 2018. On August 14, 2018, three (3) additional scoping letters were sent to updated contacts provided by the Fort Yuma Quechan Tribe.</p> <p>Four (4) responses were received from the San Manuel Band of Mission Indians (SMBMI), the Cabazon Band of Mission Indians, the Twenty-Nine Palms Band of Mission Indians, and the Agua Caliente Band of Cahuilla Indians (ACBCI). All coordination efforts are presented in detail in Table 3 of the Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511.</p> <p>In addition, the City conducted AB 52 Consultations with a number of tribes as noted in Appendix A of this Initial Study. Only one tribe requested a consultation, the Soboba Band of Luiseño Indians. No cultural resource was noted on the Project site. However, the tribe did request that the City apply the three agreed upon mitigation measures to the Project (MM CR-1 through MM CR-3) as there is always a chance that unanticipated cultural resources, archaeological resources, or even human remains could be encountered during ground-disturbing activities and as such, mitigation measures <b>MM CR-1 through MM CR-3</b> have been applied to this Project. Therefore, the Project will have a <b>less than significant impact with mitigation</b>, directly, indirectly, or cumulatively, on any cultural resource as defined by Public Resources Code Section 5020.1(k).</p>				
<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; Resource Management Element Figure RM-4 – Cultural Resources; General Plan FEIR; Figure 5.5-1 – Existing Cultural Resources; General Plan EIR Addendum August 2012; General Plan EIR Figure 5.1-1 – Existing Cultural Resources; Development Code Chapter 17.500 – Archaeological and Paleontological Protection; Chapter 17.510 – Historic Preservation; &amp; Phase 1 Cultural Resources Assessment for Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., July 25, 2018, Phase 1 Paleontological Resources Inventory for APN 434-050-032 – Tentative Parcel Map 35511, prepared by L&amp;L Environmental, Inc., August 6, 2018)</p> <p>See response XVIII a) above, the Records Search referenced above, did not identify the presence of significant resources on-site pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. However, as referenced, the Soboba Band of Luiseño Indians requested consultation and implementation of <b>MM CR-1 to MM CR-3</b> will address significant resources that may be present on the site. Therefore, the Project will have <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively on a Tribal Historical Resource.</p>				
<p><b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b></p>				
<p>a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012; San Jacinto 2015 Urban Water Management Plan; Hemet/San Jacinto Groundwater Management Area Groundwater Management Plan, November 7, 2007; Development Code Chapter 17.305.160 – Undergrounding Utilities; Municipal Code Chapter 12.16 – Underground Utility Districts; Drainage Study for State and Cottonwood, prepared by SWS Engineering, Inc., September 23, 2018, Revised October 10, 2018, December 17, 2018, and March 11, 2019; Project Specific Water Quality Management Plan State</p>				

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

and Cotton Retail, prepared by SWS Engineering, Inc., May 25, 2018, Revised September 8, 2018, October 10, 2018, February 11, 2019)

### Water

See also responses Section X above and XIX b) below for additional information.

Senate Bill (SB) 610 (Chapter 643, Statutes of 2001; Water Code Sections 10910–10915) made changes to the Urban Water Management Planning Act to require additional information in UWMPs if groundwater is identified as a source available to the supplier. The information required includes a copy of any groundwater management plan adopted by the supplier, a copy of the adjudication order or decree for adjudicated basins, and if non-adjudicated, whether the basin has been identified as being over drafted or projected to be over-drafted in the most current DWR publication on that basin. If the basin is in over-draft, that plan must include current efforts to eliminate any long-term overdraft. A key provision in SB 610 requires that large development projects supplied with water from a public water system and subject to CEQA be provided a specified water supply assessment, except as specified in the law. Large development projects include those with 500 or more residential units, 500,000 square feet of retail, commercial space, or 250,000 square feet of office commercial space. These assessments, prepared by “public water systems” responsible for service, address whether there are adequate existing or projected water supplies available to serve proposed projects, in addition to urban and agricultural demands and other anticipated development in the service area in which the project is located.

SB 221 (Chapter 642, Statutes of 2001; Government Code Section 66473.7) prohibits approval of subdivisions consisting of more than 500 dwelling units unless there is verification of sufficient water supplies for the project from the applicable water supplier(s). This requirement also applies to approvals that would increase the number of service connections by 10% or more for public water systems with less than 500 service connections. The law defines criteria for determining “sufficient water supply” such as using normal, single-dry, and multiple-dry year hydrology and identifying the amount of water that the supplier can rely on to meet existing and future planned uses. Rights to extract additional groundwater, if used for the project, must be substantiated.

The Project does not require a Water Supply Assessment from the City of San Jacinto. The City of San Jacinto will provide water to the site, and the Project will connect to an existing water line located in State Street. As such the Water Department is requesting the mitigation measures **MM USS-1** through **MM USS-3** be applied to the Project to ensure adequate design and services.

Per San Jacinto's Urban Water Management Plan (UWMP), San Jacinto has the supply needed to meet the demand of its customers through 2040. The City has satisfactorily met all water demands, even during the prolonged statewide drought in the late 1980s and the drought period 2011 to 2015. During the drought period, 2011 to 2015, the water levels at the Basin did not decrease, due to Ordinance No. 09-16, the Stipulated Judgment and Groundwater Replenishment Program. Consequently, the City does not anticipate any water supply problems over the next 25 years. In addition, the City has treated imported water connections with EMWD as backup water supply in the event of a mechanical failure at one of its wells. The City does not expect to use treated imported water from EMWD for the next 25 years.

Based on this analysis the Project will have a **less than significant effect with mitigation**, directly, indirectly, and cumulatively, on water facility expansion.

### Wastewater Treatment

See also response Section X above and XIX c) below for additional information.

The City does not own or operate any wastewater treatment facilities. All sewage generated within the City water system is provided to the Hemet/San Jacinto Regional Water Reclamation Facility (RWRF), which is operated by EMWD and located outside the City's service area. A more thorough discussion of the RWRF is included in EMWD's 2015 Plan, which is shown in Appendix J of the City's UWMP. In 2011, EMWD began a \$157 million expansion project. Work on the facility was completed in early 2015. The facility's maximum capacity increased from 7.5 million gallons per day to 14 million gallons per day. Dur-

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>ing 2015, the total wastewater generated, collected and treated within the City's service area was 869 acre-feet.</p> <p>The City of San Jacinto will provide sewer services to the site. The Project proposes to connect to an existing sewer line in State Street. As such the Water Department is requesting mitigation measures MM USS-4 and MM USS-3 be applied to the Project ensure adequate design and services.</p> <p>All new development is required to comply with all provisions of the NPDES program and the City's Municipal Separate Sewer Permit (MS4), as enforced by the Santa Ana Regional Water Quality Control Board (SARWQCB). The Project is consistent with the General Plan proposing residential units. Compliance with the City's, EMWD's, all Waste Discharge Requirements outlined by the SARWQCB, as well as requirements included in the NPDES permit, SWPPP, WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the Project site and treated by the wastewater treatment facility system would not exceed applicable RWQCB wastewater treatment requirements or capacity. Impacts would be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively.</p> <p><u>Storm Water Drainage</u></p> <p>The City's storm drain system conforms to the most current Riverside County Flood Control and Water Conservation District master drainage plans and the requirements of the Federal Emergency Management Agency (FEMA).</p> <p>There are no natural drainages on the Project site; the Project will not alter any existing drainage patterns. Natural drainage for the site includes a portion of the site which sheet drains from south to north down the existing slope. This sheet flow is picked up by an existing concrete channel, west of the Project boundary. The remaining portion of the site drains toward the south beginning with sheet flow, then along the existing gutter to the existing storm drain system.</p> <p>Pursuant to NPDES regulations, the City will require that the Project complies with existing Santa Ana RWQCB and City stormwater controls, including compliance with NPDES construction and operation measures to prevent erosion, siltation, and transport of urban pollutants.</p> <p>The City of San Jacinto is a Co-Permittee and is required to comply with, the Riverside County municipal separate storm sewer system (MS4) permit adopted by the Regional Board on January 29, 2010. Since the Project is greater than one acre a Storm Water Pollution Prevention Plan (SWPPP) pursuant to California Regional Water Quality Control Board (RWQCB) Santa Ana Region - Order No. 00-65 and the City's MS4 permit (order no. R8-2002-0011 (NPDES No. CAS 618033) is required.</p> <p>Pursuant to Section 17.300.120 – Water Quality of the Municipal Code the Project will not be permitted to discharge any liquids into the public or private drainage system, or into the ground and applicable requirements and best management practices of RWQCB SWPPP and NPDES permits are required.</p> <p>Compliance with all regulations federal, state and City regulations will ensure the project will have a <b>less than significant impact</b>, directly, indirectly or cumulatively to stormwater drainage services.</p> <p><u>Electric Power</u></p> <p>Electric power is provided to the site by Southern California Edison (SCE). SCE has committed to providing service to the planned uses of the General Plan, and this Project is consistent with the City's General Plan. The Project will connect to an existing distribution line along State Street and/or Cottonwood Avenue. As well the Project is required to underground all existing aboveground utility lines along Cottonwood Avenue and State Street along in front of the Project site (<b>MM USS-4</b>). The Project will not require or result in the construction of expanded electric power which could cause significant environmental effects. Therefore, the Project will have a <b>less than significant impact with mitigation</b> on electric power expansion.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Natural Gas</u>				
<p>Natural gas is provided to the site by Southern California Gas Company (SCG). The Project will connect to an existing distribution line in either State Street or Cottonwood Avenue. SCG has committed to providing service to the planned uses of the General Plan 2035, and this Project is consistent with the City's General Plan 2035. The Project will not require or result in the relocation or construction of new or expanded natural gas facilities power which could cause significant environmental effects. Therefore, the Project will have a <b>less than significant</b> effect on natural gas facility expansion.</p>				
<u>Telecommunications Facilities</u>				
<p>No cellular utilities are present on the site. The Project is required to underground all existing above-ground utility lines along Cottonwood Avenue and State Street along in front of the Project site (<b>MM USS-4</b>), including any telecommunication lines. All underground telecommunication lines in the street right-of-way on State Street or Cottonwood Avenue will be protected in place during construction. The Project will have a <b>less than significant impact with mitigation</b> on telecommunication facilities.</p>				
<u>Summary</u>				
<p>The Project will be <b>less than significant with mitigation</b>, directly, indirectly, or cumulatively, on the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.</p>				
<p><b>MM USS-1:</b> Prior to grading permit issuance, the developer shall ensure through the sewer and water plans that all proposed water line installation meets EMWD standards. The new water main lines must pass pressure testing and bacteriological sampling per EMWD standards. All water meters must be located and accessible in the frontage area just behind sidewalk or per EMWD standards.</p>				
<p><b>MM USS-2:</b> Prior to building occupancy, the developer must install all backflow devices, all potable water connections, and fire flow systems. All backflow and fire flow devices must be tested and certified before water service will be granted. All fire hydrants on private property are the responsibility of the developer/property owner. All hot-taps must be designed and installed by a City Engineer approved contractor.</p>				
<p><b>MM USS-3:</b> Prior to grading permit issuance, the developer must submit for both a water and sewer "will serve letter" from the Water Department. Upon approval by the Water Department, the developer shall provide a copy of the "will-serve" letter to the owner/developer of each parcel.</p>				
<p><b>MM USS-4:</b> Prior to grading permit issuance, the developer must prepare street improvement plans in accordance with Development Code Chapter 17.305-160 – Undergrounding of Utilities and Municipal Code Section 2.16 – Underground Utility Districts, for the City Engineer's approval to underground all aboveground utilities on State Street and Cottonwood Avenue. Prior to building permit issuance, the developer shall underground all aboveground utilities along the frontage of the site on State Street and Cottonwood Avenue.</p>				
<p>b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012; San Jacinto 2015 Urban Water Management Plan; Hemet/San Jacinto Groundwater Management Area Groundwater Management Plan, November 7, 2007)</p>				
<p>See also response Section X above for additional information.</p>				
<p>Per San Jacinto's Urban Water Management Plan (UWMP), San Jacinto has the supply needed to meet</p>				
<p>Initial Study – State Street &amp; Cottonwood Avenue Retail  SPDR-18-04/TPM-35511/CUP-18-04/ MUP-18-05/MUP-18-06/VAR-18-07</p>				
<p>City of San Jacinto  Page <b>75</b></p>				



ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>the demand of its customers through 2040 in normal, dry and multiple dry years. The City has satisfactorily met all water demands, even during the prolonged statewide drought in the late 1980s and the drought period 2011 to 2015. During the drought period, 2011 to 2015, the water levels at the Basin did not decrease, due to Ordinance No. 09-16, the Stipulated Judgment and Groundwater Replenishment Program. Consequently, the City does not anticipate any water supply problems over the next 25 years. In addition, the City has treated imported water connections with EMWD as backup water supply in the event of a mechanical failure at one of its wells. The City does not expect to use treated imported water from EMWD for the next 25 years.</p> <p>As the Project is consistent with the General Plan, upon which San Jacinto has made their assumptions for planned water availability, and will be designed in compliance with all State and local regulations, impacts to water supplies available to serve the Project and reasonably foreseeable future during normal, dry and multiple dry years, will be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 13.44 – Storm Water Management; Chapter 16.24 – Improvements; Chapter 13.04 – Water Service; Chapter 15.40 – Floodplain Management; Development Code Section 17.300.120 – Water Quality; Section 17.305.050 – Floodplain Management; Section 17.520.050 – Water Quality; Section 17.600.100 – Water Quality Management Plan (WQMP) Required; San Jacinto 2015 Urban Water Management Plan; EMWD 2015 Urban Water Management Plan, June 2016; Hemet/San Jacinto Groundwater Management Area Groundwater Management Plan, November 7, 2007; Preliminary Hydrology Study Tentative Tract NO. 37495, prepared by Blaine A. Womer Civil Engineering, June 5, 2018; Project Specific Water Quality Management Plan Tentative Tract 37495, prepared by Blaine A. Womer Civil Engineering, June 5, 2018)</p> <p>See also response Section X and XIX a) above for additional information.</p> <p>EMWD will provide wastewater treatment. The sewer lines will connect to an EMWD line for wastewater which will be treated at the Hemet/San Jacinto Regional Water Reclamation Facility. This 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto. The plant performs primary, secondary, and tertiary treatment of wastewater, removing bacteria, viruses, and virtually all suspended solids. The facility's current capacity is 14 million gallons per day (mgd), and the ultimate planned expansion capacity is 27 mgd. The plant currently treats approximately nine mgd.</p> <p>All new development is required to comply with all provisions of the NPDES program and the City's Municipal Separate Sewer Permit (MS4), as enforced by the Santa Ana Regional Water Quality Control Board (SARWQCB). The Project is consistent with the General Plan proposing residential units. Compliance with the City's, EMWD's, all Waste Discharge Requirements outlined by the SARWQCB, as well as requirements included in the NPDES permit, SWPPP, WQMP, and wastewater conveyance standards would ensure that wastewater discharges coming from the Project site and treated by the wastewater treatment facility system would not exceed applicable RWQCB wastewater treatment requirements or capacity. Impacts would be <b>less than significant</b>, directly, indirectly, or cumulatively.</p>				
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; General Plan EIR Addendum August 2012; Municipal Code Chapter 8.34 – Construction and Demolition Waste Management; &amp; Cascadia Consulting Group. Waste Disposal and Diversion Findings for Select Industry Groups, Integrated Waste Management Board, June 2006)</p> <p>CR&amp;R Waste and Recycling Services transport solid waste to the Lamb Canyon landfill. Prior to reaching the landfill, waste will be taken to a transfer station in Perris, CA for consolidation and transport to the sanitary landfill. The Project site is located approximately 9 miles south of the Lamb Canyon Landfill, a Riverside County regional municipal solid waste landfill. This facility is located at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 1,189 acres, including 580.5 acres total permitted area, of which 144.6 acres are permitted for solid waste disposal. The current per-</p>				

## ISSUES & SUPPORTING INFORMATION SOURCES:

Potentially  
Significant  
Impact

Less Than  
Significant  
with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

mitted refuse disposal area includes approximately 74 acres of unlined area and approximately 70.6 acres of lined area. The landfill has a permitted capacity of 5,000 tons per day and has an estimated disposal capacity of 15.646 million tons. As of January 1, 2013, the facility had 7,616 tons of remaining disposal capacity. The disposal capacity is expected to last through the year 2021. During 2013, the Lamb Canyon Landfill accepted an average daily volume of 1,638 tons.

The proposed Project will generate construction/demolition waste (CDW) as well as ongoing domestic waste from the commercial uses on-site. Solid waste generated by the proposed facility would likely be disposed of at the Lamb Canyon landfill. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. The California Integrated Waste Management Act (CIWMA) of 1989 mandates that all cities and counties in California reduce solid waste disposed at landfills generated within their jurisdictions by 50% and has a long-term compliance goal of 70%. CDW associated with the proposed Project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. Pursuant to Chapter 8.34 – Construction Demolition Waste Management of the Municipal Code 50% of the construction debris must be diverted.

**Annual Tons Disposed by Industry Group<sup>1</sup>**

	Annual Tons per Employee		Annual Tons per Seat		Annual Tons per Room		Annual Pounds per Sq. Ft.		Annual Pounds per Visitor	
Mean	Mean	StDv	Mean	StDv	Mean	StDv	Mean	StDv	Mean	StDv
Fast Food Restaurants	2.13	1.24	0.99	0.83						
Full Service Restaurants	2.20	1.47	0.41	0.33						
Food Stores	2.38	1.69								
Durable Wholesale Goods Distributors	1.23	1.24								
Non-Durable Wholesale Goods Distributors	1.43	1.22								
Large Hotels	1.95	1.55			0.92	0.95				
Building Material & Garden, Big Box Stores	3.17	1.74								
Building Material & Garden, Other Stores	1.74	1.34								
Retail, Big Box Stores	1.43	1.00								
Retail, Other Stores	0.86	0.59								
Shopping Malls							2.03	1.31		
Anchor Stores at Shopping Malls *							2.10	1.09		
Public Venues & Events									1.72	2.58
Large Office Buildings							1.87	1.56		

*Cascadia Consulting Group. Waste Disposal and Diversion Findings for Select Industry Groups, Integrated Waste Management Board, June 2006*

ISSUES & SUPPORTING INFORMATION SOURCES:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>APPLIED PROJECT DIVERSION RATES</b>						
Parcel/Lot #	Building Size Sq. Ft.	Diversion Rate Annual Tons per	Annual Mean Diversion in Tons per Year	Average # Employees	Use	
Parcel 1	2,956	2.38 employee	23.80	10	Service Station w/Convenience Store/Beer and Wine Sales	
Parcel 2	7,789	3.17 employee	95.1	30	Automotive repair	
Parcel 3	2,934	2.13 employee	63.9	30	Fast Food w/Drive-Through and Retail Space	
<b>Total Tons per Year</b>			<b>183.00</b>	<b>70</b>		
<b>Total Pounds per Year</b>			<b>366,000</b>			
The employee estimates are overstated to get a worst-case figure for diversion.						
<p>For the worst-case scenario, this Project would generate approximately 183 tons per year for the Project. Assuming 50% is recycled, a total of 92 tons would go to the landfill annually. Assuming Lamb Canyon receives the waste, (.25 tons a day) this would increase the total volumes going to landfill daily by .0002 percent.</p> <p>With the implementation of the City's and CR&amp;R's recycling programs the City continues to divert waste from the landfill. As well, compliance with Municipal Code Chapter 8.34 – Construction and Demolition Waste Management will further divert waste to the landfill.</p> <p>Therefore, the Project will have a <b>less than significant impact</b>, directly, indirectly, and cumulatively to landfills.</p>						
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The Project will comply with all regulatory requirements regarding solid waste including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75 percent by 2020. Such regulations will apply to this Project and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste generation and promote recycling and diversion design and activities, to which this Project is required to comply. There will be <b>less than significant impacts</b>, directly, indirectly or cumulatively regarding compliance with Federal, State, and local statutes and regulations related to solid waste.</p>						
<p>XX. <b>WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>would the project:</b></p>						
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>As stated in response Section IX f) above, the City's Emergency Operation Plan describes the City's process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions</p>						

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP providing a framework for emergency response.</p> <p>Project access will be provided via a one (1) full-access, unsignalized driveway along State Street and one (1) full-access, unsignalized driveway along Cottonwood Avenue. State Street and Cottonwood Avenue are existing streets within the City's established street system. The proposed Project will not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.</p> <p>Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the City and notification to all emergency responders. The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, state, and local laws and regulations in the construction of this Project would result in <b>less than significant impacts</b>, directly, indirectly, or cumulatively, to adopted emergency response or evacuation plans.</p>				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>In addition to response Section IX g) above, the Project site is not located within a Very High Fire Hazard Classification area with the County of Riverside or a High Fire Hazard Zone Area in the City's General Plan (Exhibit 5.7-1 – Fire Hazard). As well, the site is relatively flat. Therefore, the Project will not exacerbate wildfire risks and will have <b>no impact</b>, directly, indirectly, or cumulatively, to the exposure of pollutant concentration from a wildfire or the uncontrolled spread of a wildfire.</p>				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>The Project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment and as such will have a <b>no impact</b>, directly, indirectly, or cumulatively.</p>				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Response:</b> (Source: General Plan as amended October 19, 2012; General Plan EIR; &amp; General Plan EIR Addendum August 2012)</p> <p>In addition to response IX g) above, above, the Project site is not located within a Very High Fire Hazard Classification area with the County of Riverside or a High Fire Hazard Zone Area in the City's General Plan (Exhibit 5.7-1 – Fire Hazard). As well, the site is relatively flat. Therefore, the Project will have a <b>less no impact</b>, directly, indirectly or cumulatively, as it is not expected to have a wildland fire on site and therefore, will not expose people or structures to significant risk, from flooding, or landslides as a result of a post-wildfire.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>xxi. MANDATORY FINDINGS OF SIGNIFICANCE –</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><u>Biological Resources</u></p> <p>In Section IV (Biological Resources), it is noted that the MSHCP has identified burrowing owl as a species of concern. There was no sign of burrowing owl or burrowing owl use on the site. Depending upon the timing of the proposed construction, the burrowing owl could move on site in the interim. Also, impacts on active bird nests could also occur. Therefore, mitigation measures, <b>MM BIO-1</b> and <b>MM BIO-2</b> are proposed to require a pre-construction survey for the burrowing owl and requiring demolition/grading/construction to occur outside of the nesting season for birds. No other biological impacts are expected. Therefore, it was determined that the Project would have a <b>less than significant impact with mitigation</b>, directly, indirectly, and cumulatively, on any species identified as a candidate, sensitive, or special status species in local or regional plans, or policies.</p> <p><u>Cultural &amp; Tribal Resources and Geology and Soils</u></p> <p>In Section V (Cultural Resources) and Section XVIII (Tribal Cultural Resources), the Records Search found that there was a risk to cultural resources and mitigation measures <b>MM CR-1</b> through <b>MM CR-3</b>, and <b>MM PALEO-1</b> are proposed to reduce impacts to <b>less than significant levels with mitigation</b>.</p>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>The Project will contribute to the cumulative impacts of development in the City of San Jacinto and broader San Jacinto Valley. However, the Project is in conformance with the City’s General Plan, and therefore it will have a <b>less than significant</b> impact cumulatively.</p>				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>Effects on human beings were evaluated as part of the Air Quality, Energy, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use/Planning, Population and Housing, Public Services, Recreation, and Wildfire sections of this Initial Study and were found to be <b>less than significant</b> for each of the above sections. As well, effects on human beings were evaluated as part of the Aesthetics, Geology and Soils, Hazards and Hazardous Materials, Noise, Transportation, and Utilities and Service Systems sections of this Initial Study and were found to be <b>less than significant with mitigation</b>. Based on the analysis and conclusions in this Initial Study, the Project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are <b>less than significant with mitigation measures MM AES-1, MM AES-2, MM GEO-1, MM HAZ-1, MM NOI-1, MM NOI-2, MM TRAN-1 through MM TRAN-5, and MM USS-1 through MM USS-5</b>.</p>				

Note: Authority cited: Public Resources Code sections 21083, 21083.05, 21083.09.

Reference: Gov. Code section 65088.4; Public Resources Code sections 21073, 21074, 21080(c), 21080.1, 21080.3, 21080.3.1, 21080.3.2, 21082.3, 21083, 21083.3, 21083.5, 21084.2, 21084.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency*

(2004) 116 Cal.App.4th 1099, 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.



# APPENDIX A – AB 52 CONSULTATION LOG

SPDR-18-04 AB 52 Consultation Log									
Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Contact Date
Honorable	Robert	Martin	Chairperson	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220	(951) 849-8807 (951) 755-5200		E-mailed AB 52 Notice on November 1, 2018
Mr.	Travis	Armstrong	Tribal Historic Preservation Officer	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220	(951) 755-5256	<a href="mailto:thpo@morongo-nsn.gov">thpo@morongo-nsn.gov</a>	
Ms.	Alida	Benally	Cultural Resources Specialist	Morongo Band of Mission Indians	12700 Pumarra Road	Banning, CA 92220	(951) 755-5256	<a href="mailto:ABenally@morongo-nsn.gov">ABenally@morongo-nsn.gov</a>	
Ms.	Ebru	Ozdil	Cultural Analyst, Pechanga Cultural Resources Department	Pechanga Band of Mission Indians	P.O. Box 2163	Temecula, CA 92593	(951) 770-8104	<a href="mailto:eozydil@pechanga-nsn.gov">eozydil@pechanga-nsn.gov</a>	
Ms.	Erica	Ortiz-Martinez	Administrative Assistant, Cultural Resources Department	Rincon Band of Luiseño Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 297-2635	<a href="mailto:emartinez@RinconTrib.e.org">emartinez@RinconTrib.e.org</a>	
Ms.	Destiny	Colocho	Manager, Cultural Resources Department	Rincon Band of Luiseño Indians	1 West Tribal Road	Valley Center, CA 92082	(760) 297-2635	<a href="mailto:dcolocho@rincontribe.org">dcolocho@rincontribe.org</a>	
Mr.	Joseph	Ontiveros	Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext. 4137 (951) 663-5279 Cell	<a href="mailto:jontiveros@soboba-nsn.gov">jontiveros@soboba-nsn.gov</a>	
Ms.	Jessica	Valdez	Assistant to the Cultural Resource Director	Soboba Band of Luiseño	P.O. Box 487	San Jacinto, CA 92581	(951) 654-5544 ext. 4137	<a href="mailto:jvaldez@soboba-nsn.gov">jvaldez@soboba-nsn.gov</a>	
Ms.	Patricia	Garcia	Director of Tribal Historic Preservation Office	Agua Caliente Band of Cahuilla Indians	5401 Dinah Shore Drive	Palm Springs, CA 92264	(760) 699-6907 P (760) 567-3761 C (760) 699-6924 F	<a href="mailto:agaci@agucaliente.net">agaci@agucaliente.net</a>	
Mr.	Michael	Mirelez	Cultural Resource Coordinator	Torres Martinez Desert Cahuilla Indians	P.O. Box 1160	Thermal, CA 92274	(760) 397-0300 ext. 1213 Office, (760) 399-0022 Cell	<a href="mailto:mmirelez@tmdci.org">mmirelez@tmdci.org</a>	
									Responses
									Received Letter on 11-5-2018 requesting consultation. Sent e-mail to schedule consultation on 11-06-2018 with the AB 52 Notice and materials attached. The tribe indicated that after reviewing the information they needed more information. Sent a request to the applicant asking for the additional information. Upon further review the tribe sent an e-mail (10-10-2019) concluding consultation and asking to be notified if inadvertent finds occur.
									30-day consultation period ended on December 3, 2018 and no response was received from the tribe.
									30-day consultation period ended on December 3, 2018 and no response was received from the tribe.
									Received Letter on 11-5-2018 requesting consultation. Conducted Conference Call Consultation on January 31, 2019 with Joe Ontiveros. Consultation closed with request to include Standard Mitigation Measures/Conditions of Approval.
									Received letter from the tribe on 11-02-2018 deferring to Soboba and concluding consultation.
									30-day consultation period ended on December 3, 2018 and no response was received from the tribe.

Salutation	First Name	Last Name	Title	Tribal Name	Street Address	City, ST Zip	Phone	E-mail	Contact Date	Responses
Ms.	Jessica	Mauck	Cultural Resource Analyst	San Manuel Band of Mission Indians	26569 Community Center Drive	Highland, CA 92346	(909) 864-8933 x3249 Office (909) 725-9054 Mobile	<a href="mailto:JMauck@sanmanuel-nsn.gov">JMauck@sanmanuel-nsn.gov</a>		Received e-mail on 11-01-2018 from the tribe indicating that they did not wish to consult.
Ms.	Lee	Clauss	Director, Cultural Resources Management (CRM) Department	San Manuel Band of Mission Indians	26569 Community Center Drive	Highland, CA 92346	Mr. (909) 725-9054	<a href="mailto:eclauss@sanmanuel-nsn.gov">eclauss@sanmanuel-nsn.gov</a>		
Mr.	Bobby Ray	Esparza	Cultural Department Coordinator	Cahuilla Band of Indians Cultural Department	52701 Highway 371, Cahuilla Indiana Reservation	Anza, CA 92539	(760) 423-2773 Cell	<a href="mailto:culturaldirector@cahuilla.net">culturaldirector@cahuilla.net</a>		30-day consultation period ended on December 3, 2018 and no response was received from the tribe.