Chacon Farms Project
Tentative Tract Map No. 39076
DRAFT INITIAL STUDY / MITIGATED NEGATIVE DECLARATION
Case No. PROJ23-0029

Prepared For:
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October 20, 2025

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List of Acronymns

Acronym	Definition
AB 32	Assembly Bill 32
AB 52	Assembly Bill 52
ADA	Americans with Disabilities Act
AFY	Acre Feet Per Year
AQMP	Air Quality Management Plan
APE	Area of Potential Effect
APN	Assessor Parcel Number
APZ	Accident Potential Zone
BMPs	Best Management Practices
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City	City of San Jacinto
CNPS	California Native Plant Society
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CRHR	California Register of Historic Places
dBA	A-Weighted Decibels
DIF	Development Impact Fees
DPM	Diesel Particulate Matter
EPA	Environmental Protection Agency
ESA	Endangered Species Act
FAR	Floor Area Ratio

FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping Management Program
GHG	Greenhouse Gas
GSP	Groundwater Sustainability Plan
gpd/acre	Gallons per Day per Acre
HAER	Historic American Engineering Record
HCP	Habitat Conservation Plan
ITE	Institute of Transportation Engineers
LID	Low Impact Design
LOS	Level of Service
LST	Localized Significance Threshold
MDAQMD	Mojave Desert Air Quality Management District
mgd	Millions of Gallons per Day
MLD	Most Likely Descendent
MMRP	Mitigation Monitoring and Reporting Program
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Water Sewer System
MTCO2e	Metric Tons Carbon Dioxide Equivalent
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
ND	Negative Declaration
NO2	Nitrogen Dioxide
NOx	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
PCE	Passenger Car-Equivalent
PM-2.5	Particulate Matter Less Than 2.5 Microns in Diameter
PM-10	Particulate Matter Less Than 10 Microns in Diameter
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
RWQCB	Regional Water Quality Control Board
SGMA	Sustainability Groundwater Management Act
SF	Square Feet
SCAG	Southern California Association of Governments
SRA	State Responsibility Area
SSC	Species of Special Concern
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TIA	Traffic Impact Analysis
TUMF	Transportation Uniform Mitigation Fee

1. Purpose and Scope

Richard Michael (Applicant) is proposing the Chacon Farms Project (Tentative Tract Map 39076) to subdivide 75.7 gross acres into 419 single family residential lots, four open space lots, and new roadways (Proposed Project). The Proposed Project Site is currently comprised of agricultural lands and is bounded by W. Seventh Street on the north, W. Esplanade Avenue on the south, Cawston Avenue North on the east, and a planned development on the west. The Proposed Project Site is identified as Assessor Parcel Numbers (APNs) 432-260-009, -026, and -027.

The Proposed Project is subject to approval of the following entitlements:

- Per San Jacinto Development Code ("SJDC") Section 17.720.020, a General Plan Amendment to revise the land use designation from VLDR (Very Low Density Residential) to LDR (Low Density Residential) for the Proposed Project Site located at 710 Cawston Avenue North (APNs 432-260-009, 432-260-026, and 432-260-027);
- Per SJDC Section 17.720.020, a Zoning Map Amendment (Zone Change) from the RR Zone (Rural Residential) to the LDR Zone (Residential – Low Density) for the Proposed Project Site;
- Per SJDC Section 17.620, a Planned Development Permit (PDP);
- Per SJDC Section 17.630.040 approval of Site Plan and Design Review;
- Per San Jacinto Municipal Code ("SJMC") Section 16.25 a Tentative Tract Map (TTM 39076) for the subdivision of the Proposed Project Site into 419 residential lots (for the development of 419 single family homes) and 4 lettered lots.

The Proposed Project is a project under the California Environmental Quality Act (Public Resources Code Section 21000 et seq.: "CEQA"). The primary purpose of CEQA is to inform the public and decision makers as to the potential impacts of a project and to allow an opportunity for public input to ensure informed decision-making. CEQA requires all state and local government agencies to consider the environmental effects of projects over which they have discretionary authority. CEQA also requires each public agency to mitigate or avoid any significant environmental impacts resulting from the implementation of projects subject to CEQA.

Pursuant to Section 15367 of the CEQA Guidelines, the City of San Jacinto (City) is the lead agency for the Proposed Project. The lead agency is the public agency that has the principal responsibility for conducting or approving a project. The City, as the lead agency for the Proposed Project, is responsible for preparing environmental documentation in accordance with CEQA to determine if approval of the discretionary actions requested and subsequent development of the Proposed Project would have a significant impact on the environment.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Proposed Project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

A Lead Agency may prepare a Mitigated Negative Declaration for a project that is subject to CEQA when an Initial Study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the Applicant before the proposed Negative Declaration and Initial Study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment (Public Resources Code Section 21064.5).

This Initial Study has been prepared for the Proposed Project, in conformance with Section 15070(b) of the CEQA Guidelines. This Initial Study analyzes potentially significant impacts associated with the Proposed Project and incorporates mitigation measures into the Proposed Project as necessary to eliminate the potentially significant effects of the Proposed Project or to reduce the effects to a level of less than significant.

1.1 Content and Format of the Initial Study

The Initial Study is organized as follows:

- **Section 1 – Purpose and Scope.** This section introduces the scope of the Proposed Project and the City's role in the project, as well as a brief summary of findings.
- **Section 2 – Project Summary and Environmental Determination.** This section summarizes the Proposed Project and actions to be undertaken by the City. This section also provides the determination of the environmental document to be approved by the City.
- **Section 3 – Project Description.** This section details the Proposed Project components and general environmental setting.
- **Section 4 – Environmental Impacts**. This section contains the Environmental Checklist Form, as suggested in Section 15063(d)(3) of the CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level. The form requires an analysis in 20 subject categories as well as Mandatory Findings of Significance.
- **Section 5 – List of Preparers.** This section identifies the names and affiliations of the individuals who contributed to the preparation of the environmental evaluation.
- **Section 6 – References.** This section identifies the references used in the preparation of this Initial Study.

1.2 Initial Study Summary of Findings

Based on the analysis in Section 4, there were no environmental factors that could potentially affect ("Potentially Significant") the environment. Mitigation measures were identified to reduce some impacts to Less Than Significant. Therefore, the determination, based on the Initial Study, is that a **Mitigated Negative Declaration** would be prepared.

1.3 Documents Incorporated by Reference

The following reports and/or studies are applicable to analysis of the development of the Project Site and are hereby incorporated by reference:

- *Envision San Jacinto, General Plan 2040* (City, November 15, 2022). (Available at https://www.sanjacintoca.gov/city_departments/community-development/general-plan
- *Public Review Draft, Environmental Impact Report for the San Jacinto General Plan Update (SCH: 2020120312),* July 2022, prepared by De Novo Planning Group (City, 2022a) Available at: https://sanjacinto.generalplan.org/documents-amp-maps
- *Administrative Draft Initial Study and Mitigated Negative Declaration, Chacon Farms Project, PROJ23-0029*, prepared by Psomas, April 2024. This document assessed the potential environmental impacts of a previous design for the Project, known as Vesting Tentative Tract Map 38787 that identified 210 single family residences and 430 townhomes on 75 gross acres/50.13 net acres, requiring a General Plan Amendment from Very Low Density to Medium Density and a Zone Change from Rural Residential to Residential-Medium Density. The Administrative Draft Initial Study was prepared for City of San Jacinto as a draft analysis and is on file with the City of San Jacinto Planning Division. Since the preparation of the Administrative Draft Initial Study in April 2024, the Project design was modified to the current Project, known as Tentative Tract Map 39076 that identifies 419 single family residences and four open space lots on approximately 75 gross acres, requiring a General Plan Amendment from Very Low Density Residential to Low Density Residential and a Zone Change from Rural Residential to Residential-Low Density. Most of the environmental analysis prepared for the original Project design is unchanged for the analysis of the current Project design; however, the modified Project required a re-evaluation of studies in the categories of hydrology, noise, and transportation. Because the air quality, energy, and greenhouse gas emissions were assessed on a more intensive project design and found to be less than significant, these studies were not revised; therefore, the data from the more intensive project design was utilized for the analysis of the current Proposed Project.
- *P22-079 – Revision to Esplanade Specific Plan and TTM32955:* A proposal to revise approved Tentative Tract Map 32955, phases 32955-2, -3,-4 within Planning Areas 1, 3, 5, 7 and 8 of the Esplanade Specific Plan for 852 single-family residential lots and one,+/-36.1-acre mixed use lot with capacity for 194 multi-family units. The project includes an amendment to approved SP 01-02 (the Esplanade Specific Plan) and revisions to several improvements to match and support revisions to the associated tract map. Environmental: Initial Study. These documents are available for review at the City of San Jacinto Planning and Building Division, 595 South San Jacinto Avenue, San Jacinto, CA 92583.

1.4 Contact Person

City of San Jacinto
Planning and Building Division
Attn: Yaneli Hernandez, Senior Planner
595 South San Jacinto Avenue, San Jacinto, CA 92583
Phone: (951) 487-7330
Email: yhernandez@sanjacintoca.gov

2. Summary and Environmental Determination

2.1 Project Summary

1. Project Title: Chacon Farms Project: Tentative Tract Map No. 39076
PROJ23-0029

2. Lead Agency Name: City of San Jacinto
Address: Planning and Building Division
595 South San Jacinto Avenue
San Jacinto, CA 92583

3. Contact Person: Yaneli Hernandez, Senior Planner
Planning and Building Division
595 South San Jacinto Avenue, San Jacinto, CA 92583
Email: yhernandez@sanjacintoca.gov

4. Project Location: 710 Cawston Avenue North
Between Seventh Street, W. Esplanade Avenue and
Cawston Avenue
Gross Acres: 75.7
Site Address: None assigned.
Topographic Quad (USGS 7.5"): *Lakeview*
Topographic Quad Coordinates: T4 South, R1 West, Section 31, 32
Latitude: 33°46'36.66"N, Longitude: - 117° 1'3.84"W
APN: 432-260-009, -026, and -027

5. Project Sponsor's Name: Ramona Dairy, LLC, Attn: Richard Michael
Address 2451 Ramona Expressway, San Jacinto, CA 92582

6. General Plan Designation:
Existing: Very Low Density Residential (VLDR)
Proposed: Low Density Residential (LDR)

7. Zoning Designation:
Existing: Rural Residential (RR)
Proposed: Residential, Low Density (RL)

8. Description of Project:

Richard Michael (Applicant) is proposing the Chacon Farms Project (Tentative Tract Map 39076) to subdivide 75.7 gross acres into 419 single family residential lots, four open space lots, and new roadways within agricultural lands bounded by W. Seventh Street on the north, W. Esplanade Avenue on the south, Cawston Avenue North on the east, and a planned development on the west. The Proposed Project Site is identified as Assessor Parcel Numbers (APNs) 432-260-009, -026, and -027. The purpose of the Project is to obtain entitlements that would enable the subdivision of the property, which would ultimately provide additional housing options to serve the growing population of the City of San Jacinto. The Project requires a General Plan Amendment and Zone Change to increase allowed housing density.

9. Surrounding Land Uses:

Surrounding land uses are identified in **Table 1 – Surrounding Land Use**. The Project Site is currently occupied by Chacon Farms and Bruno Ranches agricultural operations. Two single-family residential uses occupied by caretakers are also located on the Proposed Project Site.

Table 1: Surrounding Land Use

Location	Land Use	Zoning
Project Site	Chacon Farms and Bruno Ranches agricultural operations	RR (Rural Residential)
North	West Seventh Street followed by a single-family residential development and Catalpa Park	RL (Residential, Low Density);
South	West Esplanade Avenue followed by GH Dairy Farm (1455 Cawston Avenue North) and Ridgely Farms (3901 West Esplanade Avenue), located in the City of Hemet city limits (which begins on the south of West Esplanade Avenue)	City of Hemet, A2 (Heavy Agriculture)
East	Cawston Avenue North followed by single-family residences and horse farms/ranches	RR (Rural Residential)
West	Vacant lands/under construction for planned development	Esplanade Specific Plan SP 01-02 (mixed use single family residential and commercial subdivision under construction)

Sources: Google Earth Imagery; City of San Jacinto Zoning Map; City of Hemet Zoning Map

10. Other Public Agencies Whose Approval is Required:

The following discretional approvals are required for the Project:

State Agencies:

- Santa Ana Regional Water Quality Control Board: approval of a National Pollutant Discharge Elimination System (NPDES) permit to ensure that construction site drainage velocities are equal to or less than the pre-construction conditions and downstream water quality is not worsened.

11. California Native American Consultation

On February 22, 2024, the City of San Jacinto notified via email the following tribal entities of the Project and requested a timeframe in which to request consultation in accordance with AB52 and SB18. The following summarizes the results of the AB52 consultation.

- Soboba Band of Luiseño Indians. Result: Mitigation measures requested to manage unanticipated tribal resources. Consultation concluded.
- Rincon Band of Luiseño Indians. Result: No potential tribal resources. Consultation concluded.
- Yuhaaviatam of San Manuel Nation. Result: the Project site was outside of Serrano ancestral territory. Consultation concluded.
- Agua Caliente Band of Cahuilla Indians (ACBCI). Result: Letter dated February 26, 2024 requested formal consultation and more information identified in the Cultural Resources Report. Letter received April 21, 2025 stating the Project site is outside of the boundaries of the ACBCI Reservation, but within the tribe's traditional use area. ACBCI deferred to Soboba for this Site. Consultation concluded.

Mitigation measures to ensure resources to tribal cultural resources are minimized have been incorporated, as appropriate, into the Initial Study.

2.2 Environmental Analysis and Determination

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the Proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the Project. This Initial Study is based on an Environmental Checklist Form (Form), as suggested in Section 15063(d)(3) of the CEQA Guidelines, as amended, and includes a series of questions about the project for each of the listed environmental topics. The Form evaluates whether or not there would be significant environmental effects associated with the development of the project and provides mitigation measures, when required, to reduce impacts to a less than significant level.

In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Proposed Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Proposed Project.

2.2.1 Organization of Environmental Analysis

Section 4 provides a discussion of the potential environmental impacts of the Project. The evaluation of environmental impacts follows the questions provided in the Form provided in the CEQA Guidelines.

2.2.2 Evaluation of Environmental Impacts

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 the project (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).

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.

Once the Lead Agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant.

"Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

"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." Mitigation measures are identified and explain how they reduce the effect to a less than significant level (mitigation measures may be cross-referenced).

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

a) Earlier analyses used where they are available for review.

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

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

References and citations have been incorporated into the checklist references to identify information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document, where appropriate, include a reference to the page or pages where the statement is substantiated.

Source listings and other sources used, or individuals contacted are cited in the discussion.

The explanation of each issue should identify:

a) The significance criteria or threshold, if any, used to evaluate each question

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

2.2.3 Environmental Factors Potentially Affected

Based on the analysis in Section 4, the Proposed Project could potentially affect ("Potentially Significant") the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor and identifies where mitigation measures would be necessary to reduce all impacts to less than significant levels.

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

2.2.4 Determination

On the basis of this initial evaluation, the following finding is made:

	The Proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
X	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.
	The Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
	The Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
	Although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

Signature _____ Date _____

Name _____ Title _____

3. Project Description

3.1 Project Setting

3.1.1 Site Location

The Proposed Project Site is located at 710 Cawston Avenue North in the City of San Jacinto, County of Riverside, between Seventh Street to the north and Esplanade Avenue to the south. The Proposed Project Site is also bordered by the City of Hemet to the south. The San Jacinto Mountains are located to the east and the Lakeview Mountains are located to the west of the Proposed Project Site. Refer to **Figure 1: *Reginal Vicinity*** and **Figure 2: *Site Location - Aerial View***. The Project includes three lots associated with Assessor's Parcel Numbers (APNs) 432-260-009, -026, and -027 and is comprised of 75.7 gross acres.

Local vehicular access to the Proposed Project Site is provided by existing driveways located on Seventh Street to the north and Cawston Avenue to the east, which are both classified as major roadways. Regional access is provided by State Route (SR) 74, approximately 3.9 miles south of the Proposed Project Site and SR-79, approximately 5.5 miles northeast of the site.

The Proposed Project Site is within the *Lakeview U.S. Geological Survey* (USGS) 7.5-minute topographical map in Sections 31, 32, Township 4 South, Range 1 West at an elevation of approximately 1,511 feet above mean sea level **(Figure 3: *Site Location - USGS).*** The topography of the site is relatively planar with a very gentle fall toward the east.

3.1.2 Existing Site Conditions

The Proposed Project Site is occupied by Chacon Farms and Bruno Ranches agricultural operations. Two single-family residential uses occupied by caretakers are also located on the Proposed Project Site. Onsite operations consist of the cultivation of alfalfa and routine facility maintenance. In addition to the residences and alfalfa crops, the Proposed Project Site is also improved with a capped irrigation well, cattle corrals, irrigation infrastructure, two septic systems, asphalt pavement beneath the storage barns, a grain storage vessel, concrete driveway, and unpaved roads that surround and bisect the Proposed Project Site. Additionally, a detention basin is located on the northwest portion of the Proposed Project Site.

3.1.3 Existing Utilities

Water

Water is provided to the Proposed Project Site by the Eastern Municipal Water District (EMWD), which provides potable water, recycled water, and wastewater services to an area of approximately 555 square miles in western Riverside County. Local supplies include recycled water, potable groundwater, and desalinated groundwater, and imported supplies from the Metropolitan Water District of Southern California (Metropolitan), which comprises about half of the water used in EMWD's service area, is provided by EMWD.

There are multiple domestic water mains in each of the streets surrounding the Proposed Project Site. Water mains range in size from 2 to 30 inches in Cawston Avenue North and West Esplanade Avenue. A 12-inch main runs the improved length of West Seventh Street. Fire hydrants are located along Cawston Avenue North and West Seventh Street. There is a 24-inch recycled water main running north to south in Cawston Avenue North.

Wastewater

The City Public Utilities Department owns and operates the sewage collection system. Sewage is treated by the San Jacinto Valley Regional Water Reclamation Facility, located at 770 N Sanderson Avenue, San Jacinto,

approximately 1 mile north of the Proposed Project Site. There is a 24-inch gravity sanitary sewer running north in Cawston Avenue North and then east on West Seventh Street. There is also a 20-inch EMWD sewage force main running along Proposed Project Site's eastern property line within a 14-foot easement.

Stormwater

The development of the Project site will result in an increased area of impervious surfaces, including roofs, asphalt, concrete, sidewalks, and driveways. The property's natural drainage pattern directs flow toward the northwest, and this orientation has been incorporated into the project's grading design. Each lot will drain through vegetated swales to the adjacent streets. Stormwater from the streets will be conveyed to onsite bioretention basins for preliminary treatment. Should the volume of stormwater exceed basin capacity, excess runoff will be managed by an onsite storm drain system, which will divert additional flow to a retention basin located at the northwest corner of the property.

The stormwater retention basin described above has been designed to address the incremental increase in runoff volume resulting from development for the 100-year, 24-hour storm event. Any runoff exceeding the mitigation volume will be conveyed to Seventh Street via a curb outlet structure. Subsequently, the stormwater will travel approximately 1,786 feet west through a force main line to an existing catch basin. The construction of the force main line will occur within the area designated for street improvements along Seventh Street, as established by Tract No. 32955 and addressed in the CEQA documentation approved for that project.

Power

San Jacinto Power provides electricity to the City and surrounding areas, including the Proposed Project Site. Existing overhead electric lines run along the east side of Cawston Avenue North with several guy poles on the Proposed Project Site buttressing service lines running east. Overhead transmission and distribution lines run east to west on the southern side of West Esplanade Avenue. Existing residences on the Proposed Project Site are served by an overhead line from Cawston Avenue North and a service pole near the residences. All other power is underground in West Seventh Street.

Telecommunications

Telecommunications providers within the site vicinity include Frontier, Verizon, and AT&T for telephone services and Charter and Crown-Castle for cable services. There are existing facilities in Cawston Avenue North adjacent to the site.

3.1.4 Planning Context

The Proposed Project Site has a General Plan land use designation of VLDR (Very Low Density Residential). The Proposed Project Site is currently zoned Rural Residential, which according to the San Jacinto Development Code Section 17.215.010, is applied to areas appropriate for detached single-family dwelling units with appropriate accessory structures and uses in a semirural setting. The Rural Residential zone may also allow mobile and modular homes, public facilities, and other uses that are compatible with rural single-family neighborhoods. Horses and other farm animals are also allowed in this zone in compliance with Section 17.430.050 (Animal Keeping). This zone allows a maximum density of 2.0 dwelling units per gross acre of land. The Rural Residential zone is consistent with the VLDR land use designation of the General Plan**.**

3.2 Project Characteristics

3.2.1 Site Plan

The Project involves subdividing 75.7 gross acres into 419 single family residential lots, four open space lots (Tentative Tract Map 39076), as shown on **Figure 4: *Site Plan Schematic*, *TTM 30926.*** The lots generally range

in size from 4,500 square feet (SF) to 6,500 SF as shown in **Appendix I: Planned Development Permit**. The community would be connected by an internal roadway network gaining access via Cawston Avenue, Seventh Street and Esplanade Avenue. Proposed on-site pedestrian trails and paths would provide access to the range of residential types within the community, as well as open spaces, parks, and a neighborhood park with a clubhouse and associated amenities, as described further below. Four lettered lots totaling 6.6 acres would be set aside for dual use as both landscaped stormwater control basins and picnic/greenspace areas connected with trails. The total Project area would equate to 75.7 acres.

3.2.2 Off-Site Improvements:

The Project involves improvements within the public right-of-way (ROW), such as street dedications and improvements, sidewalks and landscaping along West Seventh Street and Cawston Avenue, and sidewalks and landscaping along West Esplanade Avenue.

3.2.3 Access/Circulation

The internal vehicular circulation network would include the main road running north/south through the center of the site with ingress/egress on Seventh Street on the north and W Esplanade Avenue on the south. A local entry road is planned for Cawston Avenue that would connect to the main north/south roadway. The internal street system would primarily comprise local access roads, as shown on **Appendix I**.

3.2.4 Open Space and Parks

The Project would incorporate a variety of open space areas, including a private and public multi-use path linking key areas and providing pedestrian access throughout the Proposed Project Site. Four lots (Lot A, B, C, and D) totaling 6.61 acres are provided throughout the development that provide a combination of detention basins, biofiltration and park space.

3.2.5 Landscaping

The Project would include various landscape treatments as shown in **Appendix I** which delineates major landscape treatments and identifies planting types. **Figure 5: *Concept Landscaping Plan*** provides a compilation of the landscaping plan presented in **Appendix I**. Proposed landscaped types would include trees and shrubs as shown in the Preliminary Plant Palette, included as part of the Planned Development Permit in **Appendix I**. The Landscape Plan would comply with the San Jacinto Landscape Design Guidelines (San Jacinto 2005), which includes an approved plant list. The Landscape Design Guidelines aim to retain the community's rural agricultural roots, and water wise planting (i.e. drought tolerant, native, or low-water plants) is utilized whenever possible. The Project would remove 22 existing on-site trees with diameters of 9.5 inches or greater, five of which are street trees located within the Proposed Project Site's boundary, including one Tree of Heaven (*Ailanthus altissima*) , one Lemon Tree (*Citrus limon*), two Mondell Pines (*Pinus eldarica*), one Peach Tree (*Prunus persica*), four Peruvian Pepper Tree (*Schinus molle*), four California Fan Palms (*Washingtonia filifera*) and nine Mexican Fan Palms (*Washingtonia robusta*). Removal of the trees within the public street right-of-way would require authorization from the City Council, in accordance with San Jacinto Municipal Code (SJMC) Section 12.20.050 All other tree removals during Project construction would require replacement from the Applicant and approval by the City Parks and Recreation Commission.

3.2.6 Architectural Design and Elevations

The Architectural Design Guidelines in **Appendix I** conveys the Chacon Farms community's architectural design theme. It is not the intent of the Guidelines to mandate that all the identified design components and elements described be incorporated into the actual building designs. Rather, the Guidelines serve as a "palette" of character-defining exterior elements that should be used in home design. It is expected that builders and their architects would prepare architectural building plans that substantially conform to the

guidelines, while also applying creativity and innovation in response to housing design trends, homebuyer expectations, and other market conditions.

3.2.7 Sustainability Features

The Project would be constructed in compliance with the latest 2022 Title 24, Part 6 Energy Code and Title 24, Part 11 California Green Building Code requirements, which mandates the inclusion of various design features meant to reduce energy consumption and promote sustainable development. These features include but are not limited to the following:

- Solar photovoltaic systems equipped on all 419 dwelling units;
- Energy storage system ready for each residential unit;
- Electric vehicle (EV) capable and EV ready parking spaces to facilitate future installation and use of EV chargers;
- Low-flow fixtures (showerheads, toilets, kitchen/bathroom faucets);
- Low water use vegetation;
- Electric heat pumps;
- Energy efficient lighting such as light emitting diode (LED) lights;
- Lighting controls such as dimmers and motion/occupancy sensors; and
- High performance windows and doors (to limit air leakage, promote thermal efficiency, and reduce the transmission of solar heat).

3.2.8 Utilities

Water

Water would continue to be provided to the Proposed Project Site by EMWD via proposed looped network lateral connections to the existing water mains in Cawston Avenue North, West Esplanade Avenue, and West Seventh Street. The Project has been preliminarily sized to meet the minimum design water pressure of 50 pounds per square inch (psi) at each proposed service point of connection and a 20-psi residual pressure for fire flows.

During final design, the Fire Marshal would confirm that fire flow from the existing and new fire hydrants meet the demand for the Proposed Project. New fire hydrants would be installed throughout the Project and at the street intersections along the Project frontages of West Seventh Street, Cawston Avenue North, and West Esplanade Avenue, per EMWD standards.

Wastewater

The Project wastewater flows would be collected via a proposed sewer system and would be conveyed to EMWD's San Jacinto Valley Regional Water Reclamation Facility, located 1 mile north of the Project Site. The Project's proposed sewer collection system has been preliminarily sized to convey the sewer flow through a proposed 8-inch sewer main line via gravity from the southern to the northeast corner of the Proposed Project Site. A proposed lift station would move wastewater from the proposed 8-inch main line to a proposed 10-inch sewer main line to be constructed within Seventh Street. The proposed 10-inch sewer main line would then connect to an existing 24-inch gravity sanitary sewer running north in Cawston Avenue North and then east on West Seventh Street. The Project has been designed to be a self-contained system that does not anticipate any future sewer input from other sources.

Stormwater Controls

The Proposed Project Site will be developed with associated improvements, including improved streets and graded slopes. The runoff from the developed condition would be collected into an on-site storm drain

system, which includes two upstream bioretention water quality basins, and flows to a larger stormwater basin located in the northwest corner of the Proposed Project Site. The larger stormwater basin also includes a bioretention water quality basin as well. A submerged pump would be installed at the north side of the basin to send the treated stormwater into Cawston Avenue where water would be conveyed west and off-site and continue down Seventh Street via roadside swale or gutter flow and into the existing City stormwater system, as under existing conditions.

Construction of the Proposed Project would also require the contractor to prepare a Stormwater Pollution Prevention Plan (SWPPP) as the Project Site is more than 1 acre.

3.2.9 Construction Timing

Construction activities are anticipated to begin in January 2026 and end in January 2029, with phased openings occurring as completed as early as Spring 2029. Construction activity would occur for 8 hours per day, and 5 days per week (Monday through Friday), in accordance with the City's permitted hours of construction (SJMC Section 8.40.090 *Construction activity noise regulations*). Construction stages such as demolition, site preparation, grading/excavation, building construction, paving, and architectural coating would occur as the subdivision requires as identified on Table 2: Project Construction Phasing Summary.

Construction of the proposed Project would require common construction equipment types. No pile driving would be required.

Table 2: Project Construction Phasing Summary

Construction Phase	Timing
Demolition	November 2025 – December 2025
Interior grading and road improvements	January 2026 – January 2029
Grading for basins, housing pads	January 2026 to April 2026
Off-site improvements	April 2026 – August 2026
Housing pad improvements, housing construction	September 2026 – May 2029

*Note: Some phases may overlap, as determined necessary for construction sequencing.

3.2.10 Grading Quantities

Grading activities would include an estimated 27,000 cubic yards (cy) of cut, 193,600 cy of fill, and 166,600 cy of import.

3.2.11 Best Management Practices During Construction

The following best management practices are incorporated into the Project construction specifications to identity how the Project would conform to Federal, State, and Local regulations:

- Construction Water Quality Control. Construction projects that disturb 1 acre of land or more are required to obtain coverage under the NPDES General Permit for Construction Activities (General Construction Permit), which requires the applicant to file a notice of intent (NOI) to discharge stormwater and to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP includes an overview of the Best Management Practices (BMPs) that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. The Project is more than 1 acre, therefore, the contractor is required to provide an SWPPP. The SWPPP will also address post-construction measures for water quality protection.

3.3 Project Characteristics - Operations

The Proposed Project would be fully operational in 2029 and would include 419 residential units for approximately 1,453 future residents within the Chacon Farms community, as discussed further in Section 4.14, Population and Housing. The proposed community aims to provide open space areas connected by a network of trails and paths between residences to provide social and recreational opportunities for future residents. A homeowners association would be formed to manage the subdivision facilities.

3.4 Project Approvals

The following approvals and permits are required from the City of San Jacinto as part of Case No. PROJ23-0029 to implement the Proposed Project:

- Per San Jacinto Development Code ("SJDC") Section 17.720.020, a General Plan Amendment to revise the land use designation from VLDR (Very Low Density Residential) to LDR (Low Density Residential) for the Proposed Project Site located at 710 Cawston Avenue North (APNs 432-260-009, 432-260-026, and 432-260-027);
- Per SJDC Section 17.720.020, a Zoning Map Amendment (Zone Change) from the RR Zone (Rural Residential) to the LDR Zone (Residential – Low Density) for the Proposed Project Site;
- Per SJDC Section 17.620, a Planned Development Permit (PDP);
- Per SJDC Section 17.630.040 approval of Site Plan and Design Review;
- Per San Jacinto Municipal Code ("SJMC") Section 16.25 a Tentative Tract Map (TTM 39076) for the subdivision of the Proposed Project Site into 419 residential lots (for the development of 419 single family homes) and 4 lettered lots.
- Per SJDC Section 17.600.090 Environmental Review and approval of the IS/MND;
- Per SJMC Section 12.20.050, removal of applicable trees within City right-of-way.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the Proposed Project include:

- Review and approval of all off-site infrastructure plans, including street and utility improvements pursuant to the conditions of approval;
- Review all on-site plans, including grading and on-site utilities; and
- Per SJDC Section 17.600.100 approval of a Water Quality Management Plan ("WQMP").

Figure 1 – Regional Vicinity

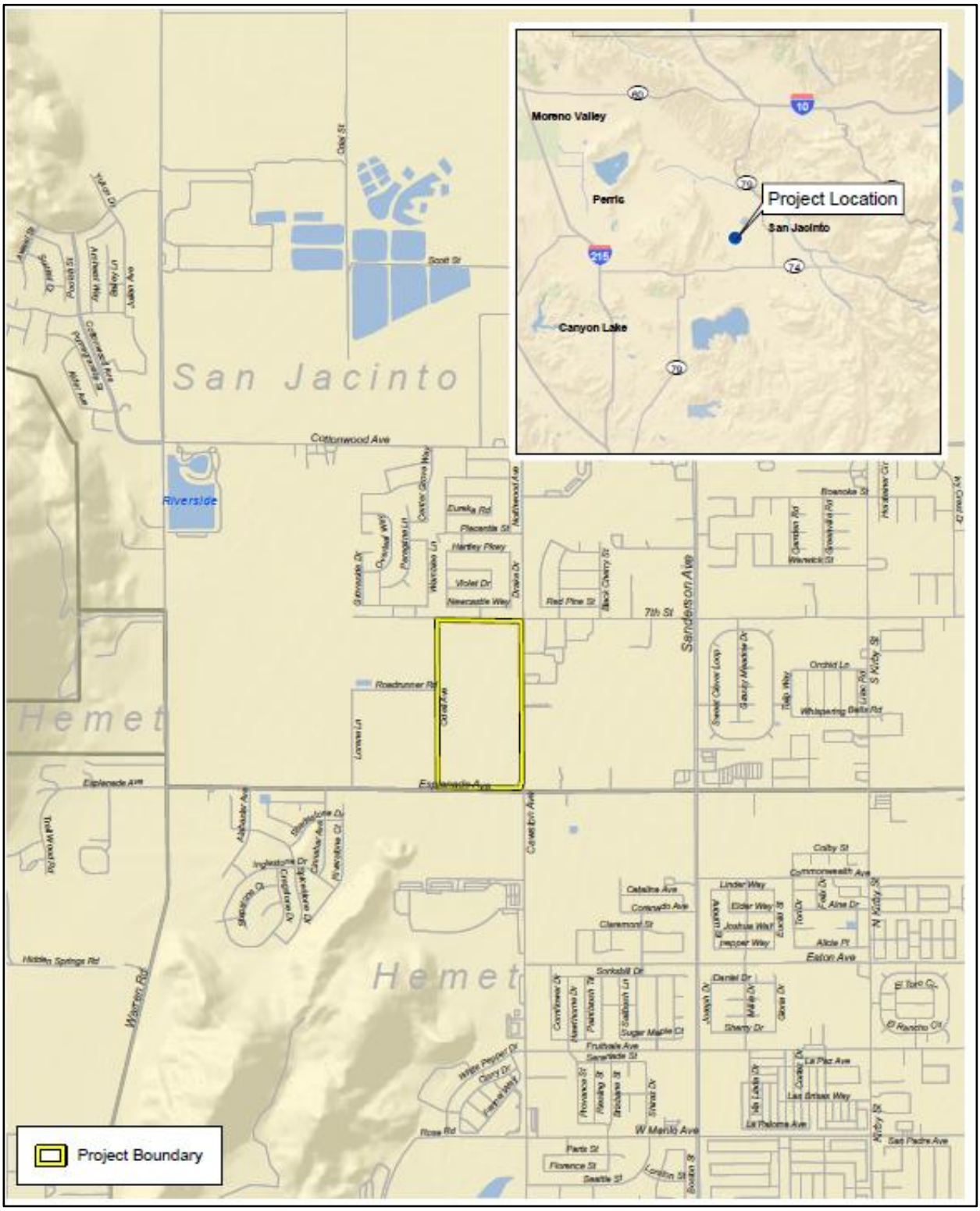


Figure 2 – Site Location, Aerial View



Not to scale
Source: *Google Earth Pro*

Figure 3 – Site Location, USGS

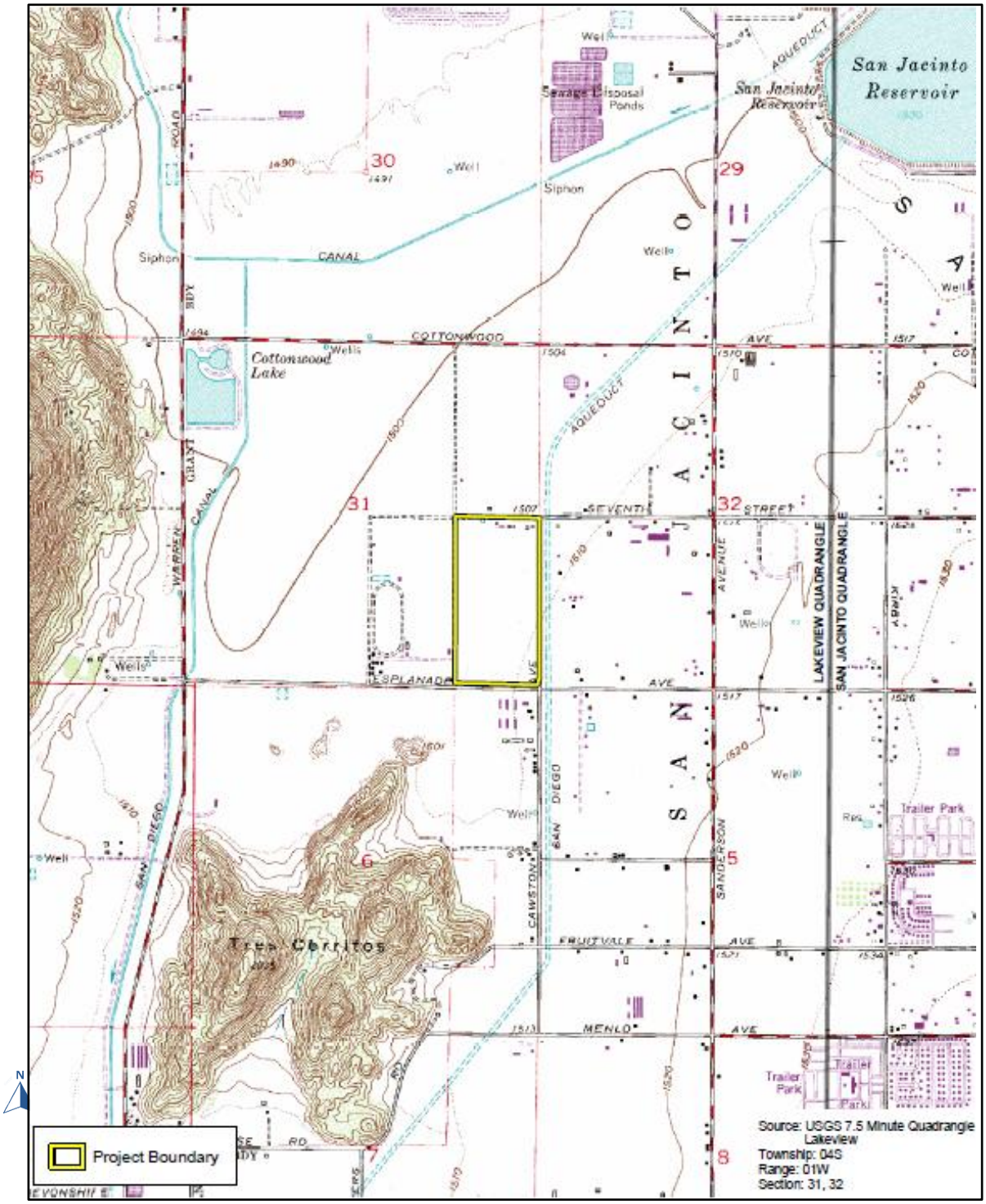


Figure 4 – Site Plan Schematic, TTM 39076

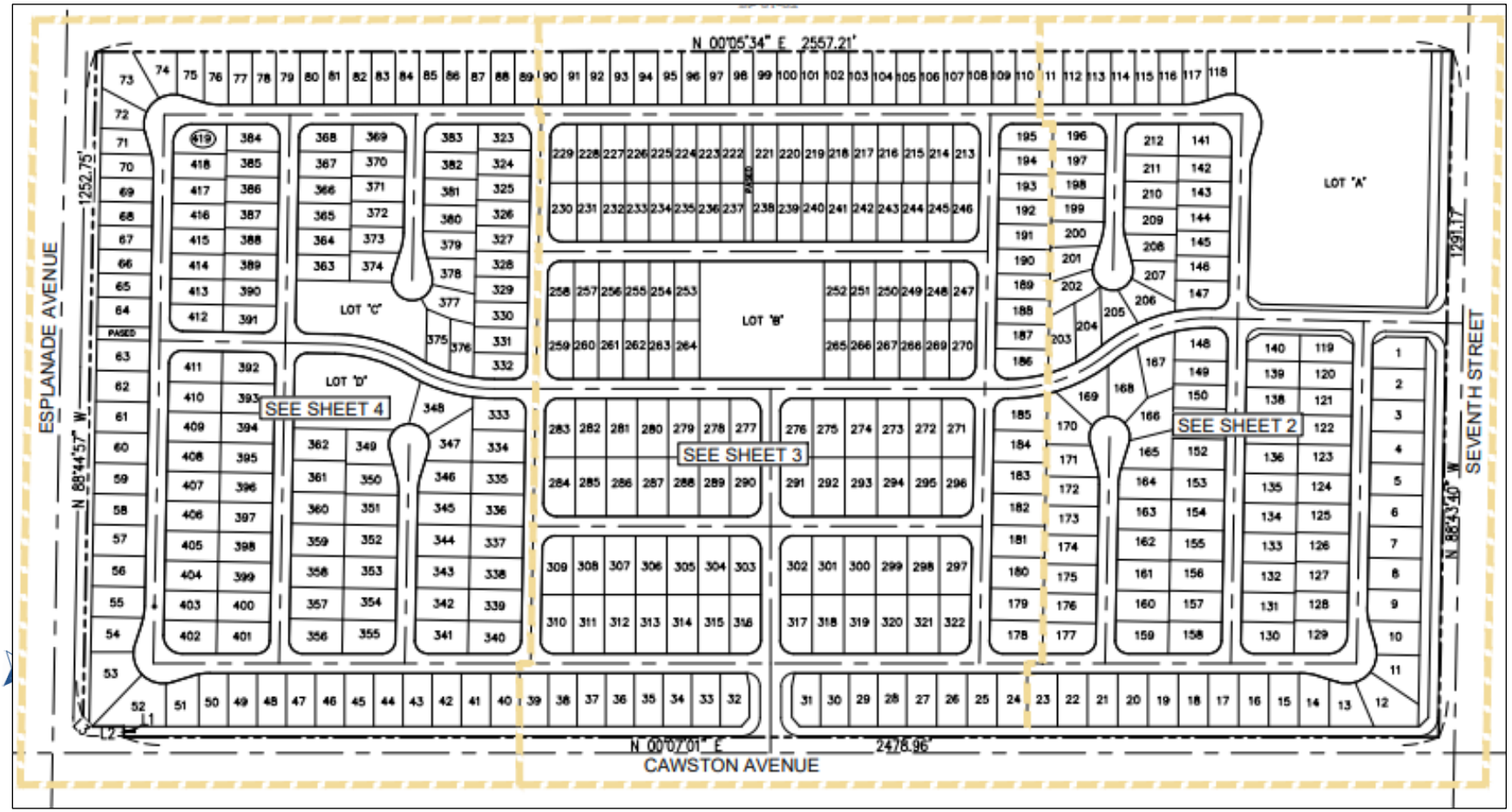


Figure 5 – Concept Landscaping Plan



4. Environmental Impacts

4.1 Aesthetics

4.1.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
AESTHETICS: Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?			X	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) In nonurbanized 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 a 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

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

Less Than Significant Impact. As stated in the San Jacinto General Plan Draft Environmental Impact Report, scenic vistas visible in the City include the Lakeview Mountains to the west, the San Jacinto Mountain foothills to the northeast, and the San Timoteo badlands to the northwest (San Jacinto 2022c). The Proposed Project Site is situated in a relatively low and flat area in the southwestern portion of the City.

Public vantage points of these scenic vistas are from Cawston Avenue and 7th Avenue. Cawson Avenue is on the east side of Project, site so views of the San Jacinto Mountains looking to the east will remain visible after development of the Project. However, views of the Lakeview Mountains looking to the west will be partially blocked by the Project post-development. The San Timoteo Badlands are not visible from Cawston Avenue or 7th Street because they are approximately 12 miles away, and views are already blocked by intervening topography and development.

From 7th Street, views of the Lakeview Mountains and San Jacinto Mountains would not be blocked by the Project because these views are visible to pedestrians and motorists traveling east and west along 7th Street, and the new structures will be located on the south side of the roadway.

Additionally, the proposed structures are limited to 40% lot coverage, a maximum height of 40 feet, and three stories tall, and would have setbacks between structures consistent with the design requirements of the SJMC. For these reasons, views of the Lakeview Mountains and Jacinto Mountains would still be visible from the internal public streets. The Project would also not significantly alter any

views from public parks or open space areas. Therefore, the Project would not result in a substantial adverse effect on a scenic vista, and impacts would be less than significant. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. Based on the California Department of Transportation (Caltrans) California State Scenic Highway System Map, there are no Officially Designated State scenic highways within the Project vicinity (Caltrans 2023). The closest Eligible highway is a portion of SR-74 from Interstate 5 at San Juan Capistrano to SR-111, located approximately 5 miles south of the Proposed Project Site at the nearest point[1]. Therefore, the Project Site does not exist within or near a State scenic highway. Due to distance, topographic changes, and intervening development, the Proposed Project Site is not visible from this segment of SR-74.

Additionally, none of the streets surrounding the Project Site are identified in the San Jacinto General Plan as being a local scenic roadway. The Project Site is fully disturbed with agricultural, limited residential uses, and a significant number of invasive tree species, and does not contain areas with native vegetation. The residential uses on the Project Site were found to not be historically significant (refer to Section 4.5.2 in this document).

Therefore, the proposed Project would not have an adverse effect on scenic resources (including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway) or a locally designated rural street or scenic corridor. There would be no impact, and no mitigation is required.

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

Less than Significant Impact. The Project vicinity is characterized by a mix of both non-urbanized and urbanized areas. Surrounding land uses include a mix of undeveloped, rural residential, low-density residential, and heavy agriculture uses. The Project has been designed to be consistent with the surrounding area and development. Single family homes within Chacon Farms shall creatively use "architecture forward" designs, landscaping, and other innovative neighborhood design techniques to create a visually interesting street scene and identifiable neighborhood character. As the Project has been designed to match the existing visual character within the Project vicinity context, the Project would not substantially degrade the existing visual character or quality of the site and its surroundings. Therefore, impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. As stated above, the area surrounding the Project is developed with agricultural and limited residential uses that provide various levels of existing nighttime lighting. Operation of the Proposed Project would introduce new sources of residential and street lighting into the Proposed Project Site. However, the proposed lighting would be similar to the type and level of existing lighting provided in the Project vicinity and be designed to direct light downward within the Proposed Project Site to minimize spillover illumination and glare consistent with the City's Development Code Section 17.300.080 – Outdoor Light and Glare (San Jacinto 2022d). In addition, the exteriors of the proposed residential structures would be constructed of low-glare materials. No

1 (Caltrans "List of eligible and officially designated State Scenic Highways (XLS), https://dot.ca.gov/programs/design/lap-landscape-architecture-and-community-livability/lap-liv-i-scenic-highways, accessed February 9, 2025)

prefabricated metal buildings would be allowed, and metal would only be utilized minimally in accent features. Therefore, potential light and glare impacts would be less than significant, and no mitigation is required.

4.1.2 Mitigation Measures

No mitigation measures associated with impacts to Aesthetics apply to the Proposed Project.

4.1.3 Conclusion

There are less than significant potential impacts of the Proposed Project associated with Aesthetics, and no mitigation would be required.

4.2 Agriculture and Forestry Resources

4.2.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
AGRICULTURE AND FORESTRY RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			X	
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?			X	
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))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	

Discussion

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 nonagricultural use?

Less Than Significant Impact. Based on review of the California Important Farmland Finder Map, prepared by the California Department of Conservation, Farmland Mapping and Monitoring Program (FMMP), the Proposed Project Site is located on Prime Farmland and Farmland of Statewide Importance (FMMP 2023).

As stated in the General Plan Draft EIR, although there are existing agricultural activities within the City, the San Jacinto General Plan Land Use Map does not designate lands specifically for agricultural use. Areas identified as Prime Farmland or Farmland of Statewide Importance are mostly designated for a mix of residential and non-residential development. According to the General Plan, future development consistent with the General Plan along with changes in the economy are expected to

result in the conversion of many of these Prime Farmland or Farmland of Statewide Importance areas to urban uses. Because there are no exclusive agricultural land use designations included as part of the General Plan, the General Plan identifies that future development, such as the proposed Project, could convert existing agricultural resources and Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural uses (City, 2022). Although the Project would convert areas of Prime Farmland and Farmland of Statewide Importance to non-agricultural uses, the City General Plan anticipated future development converting these uses. Therefore, impacts related to conversion of farmland would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As stated above, the Proposed Project Site is located on Prime Farmland and Farmland of Statewide Importance. As stated in the City of San Jacinto General Plan Draft EIR, land use designations for these parcels allow for non-agricultural uses including mixed-use and residential. Additionally, lands within the surrounding area are identified for urban development. Because there are no exclusive agricultural land use designations included as part of the General Plan, the General Plan identified that future development, such as the Proposed Project, and changes in the economy could result in conversion of preserved agricultural properties to urban uses (City, 2022). There is no Williamson Act contract for the Proposed Project Parcels, according to the Applicant's due diligence surveys and title reports performed prior to purchase. Therefore, the Proposed Project would not conflict with existing agricultural use as the City anticipated development to convert agricultural land.

The Project would request a Zoning Map Amendment (Zone Change) per the SJDC Section 17.720.020 from RR Zone (Rural Residential) to the LDR Zone (Residential – Low Density) for the Proposed Project Site. The Project would not conflict with existing zoning for agricultural use. Therefore, impacts would be less than significant, and no mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. As stated in the General Plan Draft EIR, there are no forest lands within the City, nor are there suitable environmental conditions for forest land to be developed. Therefore, there are no forest lands on the Proposed Project Site and implementation of the Project would not result in the loss of forest land or convert forest land to non-forest use; no mitigation is required.

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

No Impact. As stated in the General Plan Draft EIR, there are no forest lands within the City, nor are there suitable environmental conditions for forest land to be developed. Therefore, there are no forest lands on the Proposed Project Site and implementation of the Proposed Project would not result in the loss of forest land or convert forest land to non-forest use; no mitigation is required.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use or the conversion of forest land to non-forest use?

Less Than Significant Impact. As discussed previously, the Proposed Project site is located on Prime Farmland and Farmland of Statewide Importance. The construction and operation of the Project would be confined to the Project footprint and would not cause offsite conversion of farmland or forest land to non-agriculture uses or non-forest uses. And while the Proposed Project Site is occupied by agricultural operations ,the Proposed Project is consistent with the City's current land use and zoning for the Project Site. Additionally, General Plan Draft EIR addressed future development, such as the Proposed Project, would result in the conversion of preserved agricultural properties to urban uses

(San Jacinto 2022c). As the General Plan anticipated such change from Farmland to non-agricultural uses, impacts would be less than significant, and no mitigation is required.

4.2.2 Mitigation Measures

No mitigation measures associated with impacts to Agriculture and Forestry Resources apply to the Proposed Project.

4.2.3 Conclusion

There are less than significant potential impacts of the Proposed Project associated with Agriculture and Forestry Services, and no mitigation would be required.

4.3 Air Quality

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and the Air Quality and Greenhouse Report prepared included as **Appendix A-1 – *Chacon Farms, Air Quality, Greenhouse Gas, and Energy Impact Study,* MD Acoustics, April 28, 2025**. A Health Risk Assessment (HRA) was prepared to assess the potential health risks associated with construction of the Project within proximity to other nearby residential uses, and is included as **Appendix A-2 – *Health Risk Assessment for the Chacon Farms Project, City of San Jacinto*, MD Acoustics, April 28, 2025**.

4.3.1 Regulatory Setting

Federal Standards

The U.S. Environmental Protection Agency (EPA) is responsible for global, international, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, provides research and guidance for air pollution programs, and sets National Air Quality Standards, also known as federal standards. There are six common air pollutants, called criteria pollutants, which were identified from the provisions of the Clean Air Act of 1970, including ozone, nitrogen dioxide, lead, particulate matter (PM10 and PM2.5), carbon monoxide, sulfur dioxide.

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

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

Federal and state ambient air quality standards are summarized in **Table 3: *Ambient Air Quality Standards***.

Table 3: Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentrations[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1-Hour	0.09 ppm	Ultraviolet Photometry	- -	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm		0.070 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM10)[8]	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µ/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		- -		

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentrations[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Fine Particulate Matter (PM2.5)[8]	24-Hour	- -	- -	35 µg/m3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 µg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 µg/m^3)	- -	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 µg/m^3)		9 ppm (10 µg/m^3)	- -	
	8-Hour (Lake Tahoe)	6 ppm (7 µg/m^3)		- -	- -	
Nitrogen Dioxide (NO_2)[9]	1-Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	- -	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (357 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[10]	1-Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	- -	Ultraviolet Fluorescence; Spectro-photometry (Pararosaniline Method)
	3-Hour	- -		- -	0.5 ppm (1300 mg/m^3)	
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	- -	
	Annual Arithmetic Mean	- -		0.130 ppm (for certain areas)[10]	- -	
Lead[11,12]	30 Day Average	1.5 µg/m^3	Atomic Absorption	- -		
	Calendar Qrtr	- -		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	High Volume Sampler and Atomic Absorption
	Rolling 3-Month Average	- -		0.15 µg/m^3		
Visibility Reducing Particles[13]	8-Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m3)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24-Hour	0.01 ppm (26 µg/m3)	Gas Chromatography			

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.
8. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 $\mu g/m^3$ to 12.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
10. On June 2, 2010, a new 1-hour SO2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1- hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Several pollutants listed are not addressed in this analysis. Analysis of lead is not included because the Project is not anticipated to emit lead. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed. The Project is not expected to generate or be exposed to vinyl chloride

because proposed Project uses do not utilize the chemical processes that create this pollutant and there are no such uses in the Project vicinity. The proposed Project is not expected to cause exposure to hydrogen sulfide because it would not generate hydrogen sulfide in any substantial quantity.

South Coast Air Quality Management District

The Proposed Project Site is located within the Southern California Air Basin (SoCAB) and is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD is responsible for controlling emissions primarily from stationary sources. SCAQMD maintains air quality monitoring stations throughout the basin. SCAQMD, in coordination with the Southern California Association of Governments, is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the basin. An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the federal and/or California ambient air quality standards. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

Every three (3) years the SCAQMD prepares a new AQMP, updating the previous plan and having a 20-year horizon.

On March 23, 2017, the California Air Resources Board (CARB) approved the 2016 AQMP. The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan is not approved or if the National Ambient Air Quality Standards (NAAQS) are not met on time. As with every AQMP, a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures is updated with the latest data and methods. The most significant air quality challenge in the Basin is to reduce nitrogen oxide (NOx) emissions sufficiently to meet the upcoming ozone standard deadlines. The primary goal of this AQMP is to meet clean air standards and protect public health, including ensuring benefits to environmental justice and disadvantaged communities. Now that the plan has been approved by CARB, it has been forwarded to the EPA for its review. If approved by EPA, the plan becomes federally enforceable.

SCAQMD adopted the 2022 AQMP on December 2, 2022, to address the attainment of the 2015 8-hour ozone standard (70 parts per billion [ppb]) for South Coast Air Basin and Coachella Valley. To meet this standard, the AQMP determined NOx emissions must be reduced by 67 percent more than is required by adopted rules and regulations by 2037. The control strategy for the 2022 AQMP includes aggressive new regulations and the development of incentive programs to support early deployment of advanced technologies. The two key areas for incentive programs are (1) promoting widespread deployment of available zero-emission (ZE) and low NOx technologies and (2) developing new ZE and ultra-low NOx technologies for use in cases where the technology is not currently available. SCAQMD will prioritize distribution of incentive funding in environmental justice areas and seek opportunities to focus benefits on the most disadvantaged communities. Cost-effectiveness and affordability will be further considered during the rulemaking or incentive program development process.

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

- SCAQMD Rule 402 - prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or

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

- SCAQMD Rule 403 - governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.
- SCAQMD Rule 1113 - governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of project must comply with Rule 1113.
- Idling Diesel Vehicle Trucks - Idling for more than 5 minutes in any one location is prohibited within California borders.
- Rule 2702 - establishes a voluntary air quality investment program from which SCAQMD can collect funds from parties that desire certified greenhouse gas (GHG) emission reductions, pool those funds, and use them to purchase or fund GHG emission reduction projects within two years, unless extended by the Governing Board.

Local Climate and Meteorology

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the Proposed Project Site is located. The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. Year-to-year patterns in rainfall are unpredictable because of fluctuations in the weather.

Temperature inversions limit the vertical depth through which pollution can be mixed. Among the most common temperature inversions in the basin are radiation inversions, which form on clear winter nights when cold air off mountains sink to the valley floor while the air aloft over the valley remains warm. These inversions, in conjunction with calm winds, trap pollutants near the source. Other types of temperature inversions that affect the basin include marine, subsidence, and high-pressure inversions.

Local Air Quality

The SCAQMD is divided into 38 air-monitoring areas with a designated ambient air monitoring station representative of each area. The Proposed Project Site is located in the City of San Jacinto in the Hemet/San Jacinto Valley Source Receptor Area (SRA 28). The nearest air monitoring station to the Proposed Project Site is the Banning Airport Station. The Banning Airport Station is located approximately 13 miles northeast of the Proposed Project Site, at 200 South Hathaway Street, Banning. However, this location does not provide all ambient weather data. Therefore, additional data was pulled from the SCAQMD historical data for the Hemet/San Jacinto Area for both sulfur dioxide and carbon monoxide to provide the existing levels. **Table 4: *Local Area Air Quality Levels from the Banning Monitoring Stations*** presents the monitored pollutant levels within the vicinity. However, it should be noted that due to the air monitoring station distance from the Proposed Project Site, recorded air pollution levels at the air monitoring station reflect with varying degrees of accuracy, local air quality conditions at the Proposed Project Site. The monitoring data presented shows that ozone and particulate matter (PM10) are the air pollutants of primary concern in the Project area, which are detailed further in Table 4.

Table 4: Local Air Quality Levels from the Banning Monitoring Stations

Pollutant (Standard)[2]	Year		
	2020	2021	2022
Ozone:			
Maximum 1-Hour Concentration (ppm)	0.150	0.139	0.116
Days > CAAQS (0.09 ppm)	29	41	30
Maximum 8-Hour Concentration (ppm)	0.115	0.116	0.100
Days > NAAQS (0.07 ppm)	68	80	56
Days > CAAQS (0.070 ppm)	71	82	59
Carbon Monoxide:			
Maximum 1-Hour Concentration (ppm)	*	*	*
Days > NAAQS (20 ppm)	*	*	*
Maximum 8-Hour Concentration (ppm)	*	*	*
Days > NAAQS (9 ppm)	*	*	*
Nitrogen Dioxide:			
Maximum 1-Hour Concentration (ppm)	0.051	0.057	0.052
Days > NAAQS (0.25 ppm)	0	0	0
Sulfur Dioxide:			
Maximum 1-Hour Concentration (ppm)	*	*	*
Days > CAAQS (0.25 ppm)	*	*	*
Inhalable Particulates (PM10):			
Maximum 24-Hour Concentration (ug/m3)	69.3	48.6	52.4
Days > NAAQS (150 ug/m3)	0	0	0
Days > CAAQS (50 ug/m3)	1	0	0
Annual Average (ug/m3)	21.2	21.2	22.5
Annual > NAAQS (50 ug/m3)	No	No	No
Annual > CAAQS (20 ug/m3)	**Yes**	**Yes**	**Yes**
Ultra-Fine Particulates (PM2.5):			
Maximum 24-Hour Concentration (ug/m3)	46.7	40.9	37.9
Days > NAAQS (35 ug/m3)	-	-	-
Annual Average (ug/m3)	10.5	11.7	9.4
Annual > NAAQS (15 ug/m3)	No	No	No
Annual > CAAQS (12 ug/m3)	No	No	No

Pollutant (Standard)[2]	Year		
	2020	2021	2022

1. Source: obtained from https://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year and/or https://www.arb.ca.gov/adam/topfour/topfour1.php
2 CAAQS = California Ambient Air Quality Standard; NAAQS = National Ambient Air Quality Standard; ppm = parts per million
3 No data available.

Attainment Status

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

Table 5: South Coast Air Basin Attainment Status

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

Notes:

Pollutant	Averaging Time	National Standards[1]	Attainment Date[2]	California Standards[3]

1 Obtained from Draft 2012 AQMP, SCAQMD, 2012. EPA often only declares Nonattainment areas; everywhere else is listed as Unclassified/Attainment or Unclassifiable.

2 A design value below the NAAQS for data through the full year or smog season prior to the attainment date is typically required for attainment demonstration.

3 Obtained from http://www.arb.ca.gov/desig/adm/adm.htm.

4 1-hour O3 standard (0.13 ppm) was revoked, effective June 15, 2005; however, the Basin has not attained this standard based on 2008-2010 data has some continuing obligations under the former standard.

5 1997 8-hour O3 standard (0.08 ppm) was reduced (0.075 ppm), effective May 27, 2008; the 1997 O3 standard and most related implementation rules remain in place until the 1997 standard is revoked by U.S. EPA.

6 New NO2 1-hour standard, effective August 2, 2010; attainment designations June, 2013; annual NO2 standard retained.

7 The 1971 annual and 24-hour SO2 standards were revoked, effective August 23, 2010; however, these 1971 standards will remain in effect until one year after U.S. EPA promulgates area designations for the 2010 SO2 1-hour standard. Area designations expected in 2012, with SSAB designated Unclassifiable/Attainment.

8 Annual PM10 standard was revoked, effective December 18, 2006; redesignation request to Attainment of the 24-hour PM10 standard is pending with U.S. EPA

9 Partial Nonattainment designation - Los Angeles County portion of Basin only.

Sensitive Receptors

Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. For CEQA purposes, a sensitive receptor for air quality would be a location where a sensitive individual could remain for 24 hours or longer, such as residencies, hospitals, and schools (etc.). The closest existing sensitive receptors (to the site area) for purposes of air quality are existing single-family residences located approximately 100 feet to the north.

Significance Criteria

Appendix G of the CEQA Guidelines states that the significance criteria established by the applicable air quality management district may be relied upon to make significance determinations. The SCAQMD has established significance thresholds to assess the regional and localized impacts of Project-related air pollutant emissions, as shown below.

Regional Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin by the SCAQMD:

- 75 pounds per day (lbs/day) of VOC
- 100 lbs/day of NOx
- 550 lbs/day of CO
- 150 lbs/day of PM10
- 55 lbs/day of PM2.5
- 150 lbs/day of SO_2

Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the Project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of

one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 parts per million (ppm) or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

Localized Significance Thresholds

Project-related construction air emissions may have the potential to exceed the State and Federal air quality standards in the Project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. In order to assess local air quality impacts the SCAQMD has developed Localized Significant Thresholds (LSTs) to assess the Project-related air emissions in the Project vicinity. The SCAQMD has also provided Final Localized Significant Threshold Methodology (LST Methodology), June 2003, which details the methodology to analyze local air emission impacts. The LST Methodology found that the primary emissions of concern are NO_2, CO, PM10, and PM2.5.

The emission thresholds were calculated based on the Hemet/San Jacinto Valley Source Receptor Area and a disturbance of 4 acres per day at a distance of 25 meters (82 feet), for construction and 5 acres a day for screening of localized operational emissions

4.3.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
c) In nonurbanized 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 a 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?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

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

No Impact. The SCAQMD CEQA Handbook states that "new or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not

required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The current regional plan applicable to the Project is the SCAQMD's 2022 AQMP, discussed in further detail above.

The SCAQMD CEQA Handbook identifies two key indicators of consistency:

1. Whether the project will result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.

Both of these criteria are evaluated below.

Criterion 1 - Increase in the Frequency or Severity of Violations – Based on the air quality modeling analysis discussed further below and in **Appendix A-1**, short-term construction impacts would not result in significant impacts based on the SCAQMD regional and local thresholds of significance. Additionally, as discussed further below and in **Appendix A-1**, long-term operations impacts would not result in significant impacts based on the SCAQMD regional thresholds of significance. Therefore, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

Criterion 2 - Exceed Assumptions in the AQMP – Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), prepared by SCAG and adopted on April 4, 2024, includes chapters on: the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and state requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For the Proposed Project, the City of San Jacinto Land Use Plans define the assumptions that are represented in the AQMP.

The City of San Jacinto General Plan identifies the land use designation of the site as Very Low Density Residential. The Proposed Project is a residential development. The Proposed Project includes the application for a General Plan Amendment to revise the land use designation from VLDR (Very Low Density Residential) to LDR (Low Density Residential) and a Zoning Map Amendment (Zone Change) from the RR Zone (Rural Residential) to the LDR Zone (Residential – Low Density). Therefore, as the Proposed Project seeks to maintain the residential land uses, instead of changing them to commercial or industrial, the Proposed Project would not result in an inconsistency with the land use designation in the City's General Plan and is not anticipated to exceed the AQMP assumptions for the Proposed Project Site. As such, the Project is found to be consistent with the AQMP for the second criterion.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Less Than Significant Impact. A project may have a significant impact where project-related emissions would exceed federal, State, or regional standards or thresholds, or where project-related emissions would substantially contribute to an existing or projected air quality violation. The SCAQMD has

developed construction and operations thresholds, as described above, to determine whether projects would potentially result in contributing toward a violation of ambient air quality standards.

Construction Emissions – Regional

Typical emission rates from construction activities were obtained from the California Emissions Estimator Model (CalEEMod) Version 2022.1.1.22 CalEEMod is a computer model published by the SCAQMD for estimating air pollutant emissions. The CalEEMod program uses the EMFAC2017 (EMission Factor) computer program to calculate the emission rates specific for the southwestern portion of Riverside County for construction-related employee vehicle trips and the OFFROAD2011 computer program to calculate emission rates for heavy truck operations. EMFAC2017 and OFFROAD2011 are computer programs generated by CARB that calculates composite emission rates for vehicles. Emission rates are reported by the program in grams per trip and grams per mile or grams per running hour. Using CalEEMod, the peak daily air pollutant emissions were calculated and presented below. These emissions represent the highest level of emissions for each of the construction phases in terms of air pollutant emissions.

Table 6: Regional Significance – Construction Emissions (pounds/day) identified the emissions for proposed Project (**Appendix A-1**). In addition, SCAQMD Rule 402 and 403 were incorporated into the model, and are not considered mitigation measures as the Project is, by default, required to incorporate these rules during construction

Table 6: Regional Significance – Construction Emissions (pounds/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	2.40	22.20	19.90	0.03	1.52	0.93
Off-Site[3]	0.08	0.91	1.36	0.01	0.41	0.12
Total	2.48	23.11	21.26	0.04	1.93	1.05
Site Preparation						
On-Site[2]	3.31	31.60	30.20	0.05	9.04	5.20
Off-Site[3]	0.07	0.08	1.02	0.00	0.23	0.05
Total	3.38	31.68	31.22	0.05	9.27	5.25
Grading						
On-Site[2]	3.20	29.70	28.30	0.06	4.87	2.57
Off-Site[3]	0.41	23.10	6.63	0.13	6.25	1.90
Total	3.61	52.80	34.93	0.19	11.12	4.47
Building Construction						
On-Site[2]	1.13	10.40	13.00	0.02	0.43	0.40
Off-Site[3]	0.71	2.31	12.08	0.01	2.37	0.59
Total	1.84	12.71	25.08	0.03	2.80	0.99
Paving						
On-Site[2]	0.74	6.94	9.95	0.01	0.30	0.27
Off-Site[3]	0.07	0.54	1.15	0.00	0.34	0.09
Total	0.81	7.48	11.10	0.01	0.64	0.36
Architectural Coating						
On-Site[2]	56.91	1.13	0.00	0.00	0.02	0.02
Off-Site[3]	0.11	0.12	1.51	0.00	0.39	0.09
Total	57.02	1.25	1.51	0.00	0.41	0.11
Total of overlapping phases[4]	59.67	21.44	37.69	0.04	3.85	1.46
SCAQMD Thresholds	75	100	550	150	150	55

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Exceeds Thresholds	No	No	No	No	No	No

Notes:
1 Source: CalEEMod Version 2022.1.1.22
2 On-site emissions from equipment operated on-site that is not operated on public roads.
3 Off-site emissions from equipment operated on public roads.
4 Construction, architectural coatings and paving phases may overlap.

As shown in Table 6, the construction emissions for the Proposed Project would not exceed the SCAQMD's daily emission thresholds at the regional level, and therefore would be considered less than significant.

Construction Emissions – Localized Significance Thresholds

In addition to the mass daily emissions thresholds established by the SCAQMD, short-term local impacts to nearby sensitive receptors from on-site emissions of NO2, CO, PM10, and PM2.5 are examined based on SCAQMD LST methodology.

The SCAQMD has published a "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds." CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

1. The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
2. The maximum number of acres disturbed on the peak day.
3. Any emission control devices added onto off-road equipment.
4. Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The construction equipment showing the equipment associated with the maximum area of disturbance was assumed to be 4 acres per day for the previously proposed project (**Table 7: Construction Equipment Assumptions**), and no changes in equipment are anticipated for the currently proposed Project.

Table 7: Construction Equipment Assumptions

Activity	Equipment	Number	Acres/8 hr-day	Total Acres
Site Preparation	Rubber Tired Dozers	3	0.5	1.5
	Tractors/Loaders/Backhoes	4	0.5	2.0
Total Per Phase				3.5
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
	Scrapers	2	1.0	2.0
	Tractors/Loaders/Backhoes	2	0.5	1.0
Total Per Phase				4.0

Notes: Source: MD Acoustics 2024.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significance Threshold Look-up Tables and the methodology described in the Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. The emission thresholds were based on the Hemet/San Jacinto Valley source receptor area and a disturbance of 4 acres per day at a distance of 25 meters (82 feet). The closest receptors are located 30 meters to the north of the site. The 4-acre threshold is interpolated from the 2- and 5-acre thresholds.

As shown in **Table 8: Localized Significance – Construction**, none of the analyzed criteria pollutants for the Proposed Project would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, a less than significant local air quality impact would occur from construction of the Proposed Project. No mitigation is required.

Table 8: Localized Significance – Construction

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Demolition	22.20	19.90	1.52	0.93
Site Preparation	31.60	30.20	9.04	5.20
Grading	29.70	28.30	4.87	2.57
Building Construction	10.40	13.00	0.43	0.40
Paving	6.94	9.95	0.30	0.27
Architectural Coating	1.13	0.00	0.02	0.02
Total of overlapping phases	18.47	22.95	0.75	0.69
SCAQMD Threshold for 25 meters (82 feet) or less[2]	325.3	1,676.7	11.0	6.7
Exceeds Threshold?	No	No	No	No

Notes:

1 Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 4 acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will disturb a maximum of 4.0 acres per day (see Table 7).

2 The nearest sensitive receptor is located 30 meters north; therefore, the 25-meter threshold has been used.

Long-Term Operational Emissions

Operational or long-term emissions occur would over the life of the Project. Mobile, area, and energy sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project. The operational emissions were estimated using the latest version of CalEEMod, as shown in **Appendix A-1**.

Mobile Sources: Mobile sources include emissions from the additional vehicle miles generated from the proposed Project. The vehicle trips associated with the proposed Project are based upon the trip generation rates given in the ITE trip generation manual. The traffic analysis shows a trip generation rate of approximately 3,952 trips per day (**Appendix H**).

The program then applies the emission factors for each trip which is provided by the EMFAC2017 model to determine the vehicular traffic pollutant emissions. The CalEEMod default trip lengths were used in this analysis, as shown in **Appendix A-1**.

Area Sources: Area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment, as shown in **Appendix A-1**.

Per SCAQMD Rule 1113 as amended on June 3, 2011, the architectural coatings that would be applied after January 1, 2014 will be limited to an average of 50 grams per liter or less and the CalEEMod model default was utilized as the new model takes this rule into account.

Energy Usage: CalEEMod defaults were utilized to determine the approximate energy usage, as shown in **Appendix A-1**. The Project will be 100 percent electric. Solar photovoltaic panels have been included in the analysis per Title 24 requirements (Part 6 – Section 110.10).

The potential air quality impacts of created by the Proposed Project's long-term operations were calculated, and the highest emissions from either summer or winter are summarized in **Table 9: Regional Significance – Unmitigated Operational Emissions**.

Table 9: Regional Significance – Unmitigated Operational Emissions

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	NOx	CO	SO2	PM10	PM2.5
Area Sources[2]	21.00	0.23	23.80	0.00	0.01	0.01
Energy Usage[3]	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources[4]	14.40	13.10	116.00	0.30	27.60	7.17
Total Emissions	35.40	13.33	139.80	0.30	27.61	7.18
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Notes:
1 Source: CalEEMod Version 2022.1.1.22
2 Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
3 Energy usage consists of emissions from on-site natural gas usage.
4 Mobile sources consist of emissions from vehicles and road dust.

As shown on Table 9, the Proposed Project does not exceed the SCAQMD daily emission threshold. Therefore, regional operational emissions would be less than significant. No mitigation is required.

Operational Localized Significance Thresholds

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

Table 10: Localized Significance – Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	CO	PM10	PM2.5
Area Sources[2]	0.23	23.80	0.01	0.01
Energy Usage[3]	0.00	0.00	0.00	0.00
On-Site Vehicle Emissions[4]	0.44	3.87	0.92	0.24
Total Emissions	0.67	27.67	0.93	0.25
SCAQMD Threshold for 25 meters (82 feet) or less[2]	371	1,965	4	2
Exceeds Threshold?	No	No	No	No

Notes:
1 Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for 5 acres in Hemet/San Jacinto Valley Source Receptor Area (SRA 28). Project will be approximately 76.3 acres.
2 Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
3 Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
4 On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
5 The nearest sensitive receptor is located 30 meters north; therefore, the 25-meter threshold has been used.

Table 10 indicates that the local operational emissions would not exceed the LST thresholds at the nearest sensitive receptors, located adjacent to the Project, the currently Proposed Project would not result in significant Localized Operational emissions. No mitigation is required.

Cumulative Regional Air Quality Impacts

Cumulative projects include local development as well as general growth within the project area. However, as with most development, the greatest source of emissions is from mobile sources, which travel well out of the local area. Therefore, from an air quality standpoint, the cumulative analysis would extend beyond any local projects and when wind patterns are considered, would cover an even larger area. Accordingly, the cumulative analysis for the Project's air quality must be generic by nature.

The Project area is out of attainment for both ozone and PM10 particulate matter. Construction and operation of cumulative projects will further degrade the local air quality, as well as the air quality of the South Coast Air Basin. The greatest cumulative impact on the quality of regional air cell will be the incremental addition of pollutants mainly from increased traffic from residential, commercial, and industrial development and the use of heavy equipment and trucks associated with the construction of these projects. Air quality will be temporarily degraded during construction activities that occur separately or simultaneously. However, in accordance with the SCAQMD methodology, projects that do not exceed the SCAQMD criteria or can be mitigated to less than criteria levels are not significant and do not add to the overall cumulative impact. The Project would not exceed any of the thresholds of significance and therefore is considered less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. A significant impact may occur when a project would generate pollutant concentrations to a degree that would significantly affect sensitive receptors, which include populations that are more susceptible to the effects of air pollution than the population at large. Exposure of sensitive receptors is addressed for the following situations: CO hotspots; criteria pollutants and toxic air contaminants (TACs, specifically diesel particulate matter [DPM]) from on-site construction; exposure to off-site TAC emissions; and asbestos and lead-based paint during demolition. Operational, long-term TACs may be generated by some industrial land uses; commercial land uses

(e.g., gas stations and dry cleaners); and diesel trucks on freeways. Residential land uses do not generate substantial quantities of TACs and are therefore not addressed in this section of this document.

Carbon Monoxide Hotspot Emissions

CO is the pollutant of major concern along roadways because the most notable source of CO is motor vehicles. For this reason, CO concentrations are usually indicative of the local air quality generated by a roadway network and are used as an indicator of potential local air quality impacts. Local air quality impacts can be assessed by comparing future without and with project CO levels to the State and Federal CO standards which were presented above.

To determine if the proposed Project could cause emission levels in excess of the CO standards discussed above, a sensitivity analysis is typically conducted to determine the potential for CO "hot spots" at a number of intersections in the general project vicinity. Because of reduced speeds and vehicle queuing, "hot spots" potentially can occur at high traffic volume intersections with a Level of Service E or worse.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The traffic analysis (**Appendix H**) showed that the Project would generate 3,952 trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at Project buildout would be well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore, no CO "hot spot" modeling was performed, and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the Proposed Project.

Exposure to On-Site Construction Toxic Air Contaminant Emissions

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. The Office of Environmental Health Hazard Assessment (OEHHA) has issued the Air Toxic Hot Spots Program Risk Assessment Guidelines and Guidance Manual for the Preparation of Health Risk Assessments, February 2015 to provide a description of the algorithms, recommended exposure variates, cancer and noncancer health values, and the air modeling protocols needed to perform a HRA under the Air Toxics Hot Spots Information and Assessment Act of 1987. Hazard identification includes identifying all substances that are evaluated for cancer risk and/or non-cancer acute, 8-hour, and chronic health impacts. In addition, identifying any multi-pathway substances that present a cancer risk or chronic non- cancer hazard via non-inhalation routes of exposure.

An HRA was prepared for the Proposed Project (**Appendix A-2**). According to the HRA, construction activities would result in short-term Project-generated emissions of DPM from the exhaust of off-road, heavy-duty diesel equipment used for site preparation (e.g., demolition, excavation, and grading); paving; building construction; and other miscellaneous activities. CARB identified DPM as a TAC in 1998. The dose to which receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the duration of

exposure to the substance. Thus, the risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer time period. According to the OEHHA, HRAs—which determine the exposure of sensitive receptors to TAC emissions—should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the Project (**Appendix A-2**).

The Project would result in the development of residential uses which do not involve substantial levels of TACs due to the nature of the development. However, construction activities will result in emissions of DPM which is carcinogenic. The HRA report in **Appendix A-2** estimated the cancer risk to construction for 10 receptor locations near the Project Site (Table 3, **Appendix A-2**). The report identifies that the cancer risks from construction activities are estimated to range from a low of 0.21 per million at West Esplanade Ave to a high of 0.86 per million along West Seventh Street. All estimates are below the SCAQMD's significance threshold of 10 in a million. As such, Project-related construction emissions of TACs would not expose sensitive receptors to substantial emissions of TACs (**Appendix A-2**). The impact would be less than significant, and no mitigation is required.

Exposure to Off-Site Construction Toxic Air Contaminant Emissions

As stated in the HRA, the CARB Air Quality and Land Use Handbook: A Community Health Perspective provides guidance concerning land use compatibility with TAC sources (CARB 2005). While not a law or adopted policy, the handbook offers advisory recommendations for siting sensitive receptors near uses associated with TACs (such as freeways and high-traffic roads, commercial distribution centers, rail yards, ports, refineries, dry cleaners, gasoline stations, and industrial facilities) to help keep children and other sensitive populations out of harm's way. (**Appendix A-2**).

Projects of concern for mobile sources of TACs are typically those located within 500 feet of the following types of facilities that emit significant quantities of DPM: urban roads with more than 100,000 vehicles per day; freeways or roads with a high heavy truck concentration; and/or near rail yards, ports, and/or distribution centers. The Proposed Project Site is more than 500 feet from any freeway or major urban road. With respect to proximity to emissions from railroad sources, CARB recommends avoiding siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard (CARB 2005); the Proposed Project Site is not located within 1,000 feet of this type of facility. CARB recommends not placing sensitive receptors within the same building as a dry cleaner and avoiding siting residences within 300 feet of a large gas station or within 500 feet of dry-cleaning operations with 2 machines using perchloroethylene. There are no gas stations within 300 feet or dry cleaners within 500 feet of the Proposed Project Site. As such, the health risks associated with locating sensitive receptors proximate to a dry cleaner would be less than significant since there are no dry cleaners located within 500 feet of the site. It is important to note the CARB recommendation was published in 2005; however, subsequent to CARB's recommendation in 2007, the CARB established a phase-out of perchloroethylene usage at dry cleaners by 2023.

The HRA for the Project has also provided the relative health risk of the Project area as well as other locations in the general area and the air basin. The overall cancer risk at the Proposed Project Site of 254 per million health risk is generally lower than other areas identified within the HRA and substantially less than the basin-wide average of 455 in a million health risk. As such, no off-site sensitive uses would be exposed to significant levels TACs. Impacts would be less than significant, and no mitigation is required (**Appendix A-2**).

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

Less Than Significant Impact. The SCAQMD recommends that odor impacts be addressed in a qualitative manner. Such an analysis shall determine whether the Project would result in excessive nuisance odors, as defined under the California Code of Regulations and Section 41700 of the California Health and Safety Code, and thus would constitute a public nuisance related to air quality.

Potential sources that may emit odors during construction activities include the application of materials such as asphalt pavement. The objectionable odors that may be produced during the construction process are short-term in nature and the odor emissions are expected to cease upon the drying or hardening of the odor producing materials. Diesel exhaust and VOCs would be emitted during construction of the Project, which are objectionable to some; however, emissions would disperse rapidly from the Proposed Project Site and therefore should not reach an objectionable level at the nearest sensitive receptors. Due to the short-term nature and limited amounts of odor producing materials being utilized, no significant impact related to odors would occur during construction of the Proposed Project.

Potential sources that may emit odors during the on-going operations of the proposed Project would include odor emissions from trash storage areas and vehicle emissions. Due to the distance of the nearest receptors from the Proposed Project Site and through compliance with SCAQMD's Rule 402, no significant impact related to odors would occur during the on-going operations of the proposed Project and no mitigation is required.

4.3.3 Mitigation Measures

No mitigation measures associated with impacts to Air Quality apply to the Proposed Project.

4.3.4 Conclusion

There are less than significant potential impacts of the Proposed Project associated with Air Quality, and no mitigation would be required.

4.4 Biological Resources

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and biological surveys completed to determine potential impacts to biological services associated with the development of the Proposed Project, included as **Appendix B-1** – ***Habitat Assessment for Chacon Farms Property,* Psomas, March 5, 2024***,* and **Appendix B-2 –** ***Tree Inventory Report for the Chacon Farms Property, City of San Jacinto, California,* Psomas, April 28, 2023.**

4.4.1 Regulatory Setting

Given the local environment, regulations governing biological resources for this Project include the following:

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) of 1918 (16 U.S.C 703-711) provides protection for nesting birds that are both residents and migrants whether they are considered sensitive by resource agencies. The MBTA makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed under 50 CFR 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). The direct injury or death of a migratory bird, due to construction activities or other construction-related disturbance that causes nest abandonment, nestling abandonment, or forced fledging would be considered a take under federal law. The USFWS, in coordination with the California Department of Fish and Wildlife (CDFW) administers the MBTA. CDFW's authoritative nexus to MBTA is provided in California Fish and Game Code (FGC) Sections 3503.5 which protects all birds of prey and their nests and FGC Section 3800 which protects all non-game birds that occur naturally in the State.

Endangered Species Act - Federal

The purpose of the United States Endangered Species Act that was established in 1973 provides protections for fish, wildlife, and plants that are listed as threatened or endangered; provides for adding species to and removing them from the list of threatened and endangered species, and for preparing and implementing plans for their recovery; provides for interagency cooperation to avoid take of listed species and for issuing permits for otherwise prohibited activities; provides for cooperation with States, including authorization of financial assistance; and implements the provisions of the Convention on International Trade in Endangered Species of Wild Flora and Fauna. The US Fish and Wildlife administers the federal Endangered Species Act.

California Endangered Species Act

The California Endangered Species Act (CESA) is a California environmental law that conserves and protects plant and animal species at risk of extinction. Originally enacted in 1970, CESA was repealed and replaced by an updated version in 1984 and amended in 1997. Plant and animal species may be designated threatened or endangered under CESA after a formal listing process by the California Fish and Game Commission. Approximately 250 species are currently listed under CESA. A CESA-listed species, or any part or product of the plant or animal, may not be imported into the state, exported out of the state, "taken" (i.e., killed), possessed, purchased, or sold without proper authorization. Implementation of CESA has reduced and avoided impacts to California's most imperiled plants and animals, has protected hundreds of thousands of acres of vital habitat, and has led to a greater scientific understanding of California's incredible biodiversity.

The California Department of Fish and Wildlife (CDFW) works with agencies, organizations, and other interested persons to study, protect, and preserve CESA-listed species and their habitats. CDFW also conducts scientific reviews of species petitioned for listing under CESA, administers regulatory permitting programs to authorize take of listed species, maintains an extensive database of listed species occurrences, and conducts periodic reviews of listed species to determine if the conditions that led to original listing are still present.

4.4.2 Environmental Setting

The Proposed Project Site consists of agricultural areas with developed and disturbed areas around the edges. Existing vegetation observed on the Proposed Project Site include field croplands and valley and foothill grassland; disturbed and developed landcovers are also present, as shown in **Appendix B-1** (refer to *Exhibit 4, Vegetation Types and Other Areas*).

Additionally, there is a detention basin located in the northwest corner of the Proposed Project Site. The detention basin undergoes routine maintenance and appears to have been plowed multiple times in the past based on historical aerials. The main source of water for this basin is irrigation from the adjacent agricultural fields; no natural inlet or outlet was observed in the field. It does not connect to a natural drainage, and no riparian vegetation is present.

4.4.3 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?		X		
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 Wildlife or U.S. Fish and Wildlife Service?				X
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				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		X		
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?		X		

Discussion

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

Less Than Significant Impact With Mitigation Incorporated.

No candidate, sensitive, or special status species are expected to occur on the Proposed Project Site due to lack of suitable habitat and/or because they were absent during focused surveys. The Proposed Project Site is not located within any designated critical habitat for federally or State-listed Threatened or Endangered species.

According to the Western Riverside County Regional Conservation Authority Multiple Species Habitat Conservation Plan (MSHCP) Information Mapping Application (2023), the Proposed Project Site was required to be assessed for Narrow Endemic plant species, burrowing owl (*Athene cunicularia*), Riparian/Riverine habitat (i.e., riparian bird species), and vernal pool branchiopods (i.e., fairy shrimp).

Narrow Endemic Plants

Per Section 6.1.3 of the MSHCP, habitat was assessed for the following Narrow Endemic plant species: Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), many-stemmed dudleya (*Dudleya multicaulis*), spreading navarretia (*Navarretia fossalis*), Californica Orcutt grass (*Orcuttia californica*), and Wright's trichocoronis (*Trichocoronis wrightii*). Of these Narrow Endemic plant species, San Diego ambrosia, spreading navarretia, California Orcutt grass, and Wright's trichocoronis had limited potential to occur based on the presence of marginally suitable habitat (i.e., the on-site basin and/or margins of the agricultural field). Munz's onion and many- stemmed dudleya would not be expected to occur based on lack of suitable habitat. Additionally, the Proposed Project Site was determined to have potential for Salt Spring checkerbloom (*Sidalcea neomexicana*), which is a California Rare Plant Rank [CRPR] 2B.2[2] species and is not covered by the MSHCP. Focused surveys were conducted for Narrow Endemic and other special status plant species; no Narrow Endemic or special status plant species were observed. Therefore, there would be no impact on these species, and no mitigation would be required.

Burrowing Owl

On October 10, 2024, the California Fish and Game Commission (CFGC) accepted the petition to designate the western burrowing owl as a candidate species for protection under the California Endangered Species Act (CESA). The species will have full CESA protections until the California Department of Fish and Wildlife (CDFW) decides whether listing is warranted, which will likely occur in late 2025 or early 2026. The MSHCP identifies the burrowing owl as a covered species and requires surveys to determine habitat and presence prior to approving projects. The City of San Jacinto is signatory to the MSHCP.

Per Section 6.3.2 of the MSHCP, the Proposed Project Site was assessed for the presence of burrowing owl habitat. The habitat assessment determined that suitable habitat for the burrowing owl was present on the Proposed Project Site and adjacent areas (e.g., field croplands and disturbed areas); therefore, focused surveys were required. Potentially suitable burrows were observed; however, no burrowing owls, or other evidence of owl presence (e.g., cast pellets, white-wash, feathers, or prey

2 CRPR 2B.2: Plants rare, threatened, or endangered in California but common elsewhere; 20–80 percent of occurrences threatened.

remains) were observed during the focused surveys. Therefore, there would be no impact on this species, and no compensatory mitigation would be required.

Because site conditions change over time and burrowing owls move seasonally, a burrowing owl could be on the Proposed Project Site in the future. All projects located within the Additional Survey Area for burrowing owl are required to conduct a pre-construction survey for burrowing owl within 30 days prior to construction to ensure the Project would not impact any active burrows. Therefore, the Project would implement **Mitigation Measure BIO-1**, which would require a pre-construction survey for burrowing owls.

Riparian Bird Species

Per Section 6.1.2 of the MSHCP, the Proposed Project Site must be assessed for the presence of Riparian/Riverine habitat; no Riparian/Riverine habitat was present on the Proposed Project Site. Therefore, there would be no impact on riparian bird species covered by this section of the MSHCP, and no mitigation would be required.

Vernal Pool Branchiopods (Fairy Shrimp)

Per Section 6.1.2 of the MSHCP, the Proposed Project Site must be assessed for the presence of vernal pools and associated vernal pool branchiopods. The detention basin at the northwest corner of the Proposed Project Site was observed to support ponding; the source of the water appears to be irrigation from the adjacent agricultural fields. Historic aerials were examined on Google Earth between 1996 to 2021 to examine the extent of ponding over time. The artificial basin appears to have been intermittently ponded beginning in 2009. During dry periods, the area appears to have been plowed and blends in with the surrounding agricultural field. As stated in the MSHCP, stock ponds, ephemeral pools, and other features that are artificially created are not considered vernal pools meeting the requirements of Section 6.1.2 (refer to Fair Shrimp Report in **Appendix B-1**). However, they may still provide habitat for vernal pool invertebrate species that are protected by the MSHCP.

One wet season focused survey and one dry season focused survey were conducted for Riverside fairy shrimp (*Streptocephalus woottoni*) and vernal pool fairy shrimp (*Branchinecta lynchi*) in 2022–2023; neither of these species was observed during the wet season fairy shrimp surveys. Dry season sampling was conducted in August 2023; *Branchinecta* cysts were observed but the lab results were inconclusive. Of the cysts observed, only one cyst hatched; it was identified as versatile fairy shrimp (*Branchinecta lindali*), a common species of fairy shrimp. The *Brancinecta* cysts collected during dry season sampling were then sent to Washington State University for a genetic analysis; results of the genetic analysis confirmed the genetic material was from versatile fairy shrimp (i.e., the common species). No Riverside fairy shrimp or vernal pool fairy shrimp were observed during focused surveys; therefore, there would be no impact on these species.

Crotch's Bumble Bee

Crotch's bumble bee (*Bombus crotchii*) was proposed as a Candidate to be State listed as Endangered in 2019; this species is not a Covered Species in the MSHCP. Crotch bumble bee is a ground nester and often makes its nest in abandoned mammal burrows; it can be found in most native habitat types, although it prefers grassland and scrub habitats. The Proposed Project Site has been utilized as an agricultural area that lacks vegetation, and the Proposed Project Site has been regularly tilled (detrimental to ground-nesting bees) and may have been exposed to pesticides. While the edges of the agricultural fields may be considered marginally suitable, this species is not expected to occur because the surrounding land uses are agricultural or residential; there are no adjacent areas of grassland or scrub habitats.

Mountain Lion

The mountain lion (*Puma concolor*) is currently a Candidate to be State listed as Threatened as an Evolutionary Significant Unit (ESU). Regardless of the outcome of the proposed listing, this species is already a MSHCP Covered Species. The mountain lion occurs throughout most of California except for the Mojave and Colorado Deserts and the croplands of the Central Valley. Mountain lions occur in a variety of habitats, especially brushy habitats and riparian areas with interspersed irregular terrain, rocky outcrops, and tree/brush edges. Mountain lions use caves, natural cavities, and thickets for cover. A major threat to this species is fragmentation of habitat by spread of human developments and associated roads. Mountain lion is not expected to occur on the Proposed Project Site due to lack of suitable habitat. Additionally, the Proposed Project Site is also not within an area designated as a MSHCP linkage for wildlife movement.

Stephens' Kangaroo Rat

In response to the listing of Stephens' kangaroo rat (*Dipodomys stephensi*), the Riverside County Habitat Conservation Agency developed a Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP). The City of San Jacinto is not a participant in the SKR HCP; however, the MSHCP provides take authorization for projects outside the SKR HCP but within the MSHCP boundaries. Stephens' kangaroo rat is not expected to occur on the Proposed Project Site due to lack of suitable habitat.

b) Have a substantial adverse effect on any riparian habitat or 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?

No Impact. There is no riparian habitat or 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 present on the Project Site (**Appendix B-1**). There would be no impact, and no mitigation is required.

c) Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. There are no jurisdictional features on the Proposed Project Site. The detention basin present in the northwest corner of the Proposed Project Site was artificially created in uplands that were previously used for croplands. This area is irrigated, as evidenced by rills in the banks adjacent to the active agricultural field. This type of waterbody is excluded from being classified as a Waters of the U.S. under the jurisdiction of U.S. Army Corps of Engineers (USACE) because it is isolated. Artificial wetlands less than one acre in size are not considered Waters of the State under the authority of the Regional Water Quality Control Board (RWQCB). Based on historic aerial imagery and topographic maps, this area does not appear to have been part of a historic drainage; therefore, it would not be under the regulatory authority of the CDFW. As such, no drainages or other waters that would be under the jurisdiction of the USACE, RWQCB, or CDFW occur on the Proposed Project Site.

As mentioned above, the detention basin at the northwest corner of the Proposed Project Site was observed to support ponding; the source of the water appears to be irrigation from the adjacent agricultural fields. Historic aerials were examined on Google Earth between 1996 to 2021 to examine the extent of ponding over time. The detention basin appears to have been intermittently ponded beginning in 2009. During dry periods, the area appears to have been plowed and blends in with the surrounding agricultural field. As stated in the MSHCP, stock ponds, ephemeral pools, and other features that are artificially created are not considered vernal pools meeting the requirements of

Section 6.1.2 (**Appendix B-1**). Therefore, no impact would occur related to wetlands, and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. The Proposed Project Site is surrounded by existing development, with suburban development to the north and east, a dairy farm to the south, and construction an additional residential development to the west. Additionally, the Proposed Project Site is not located within a "Core" or "Linkage" area designated by the MSHCP. Wildlife could move locally through the Proposed Project Site and adjacent residential, agricultural, and dairy land. The Proposed Project Site is expected to be used for local movement by urban-tolerant species such as coyote (*Canis latrans*), which could also use the Proposed Project Site after Project implementation. Therefore, there would be no impact on wildlife movement.

Birds have potential to nest throughout the Proposed Project Site in vegetation, on bare ground, and on structures. The MBTA protects the taking of migratory birds and their nests and eggs. Bird species protected under the provisions of the MBTA are identified by the List of Migratory Birds (Code of Federal Regulations, Title 50, Section 10.13). Section 3503 of the California Fish and Game Code makes it unlawful to take, possess, or destroy any bird's nest or any bird's eggs. Section 3513 of the California Fish and Game Code prohibits the take and possession of any migratory nongame bird, as designated in the MBTA. Any impact on an active bird nest would be considered a violation of the MBTA. Section 7.5.3 of the MSHCP requires implementation of Construction Minimization Measures, which include conducting vegetation clearing outside the peak nesting season (i.e., March 1 to June 30) to the extent practicable in order to avoid impacts on nesting birds. Implementation of **Mitigation Measure BIO-2** would require a pre-construction nesting bird/raptor survey and protection for any nests observed.

Existing trees located in the northeastern corner of the Proposed Project Site and adjacent to the Proposed Project Site also have potential to be used for nesting by raptors. Trees within the Proposed Project Site include Peruvian pepper tree (*Schinus mole*), Mexican fan palm (*Washingtonia robusta*), and California fan palm (*Washingtonia filifera*) (refer to **Appendix B-2**). If construction occurs during the raptor nesting season (i.e., February 1 to June 30), the loss of an active nest of any raptor species, including common raptor species, would be considered a violation of Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. As discussed above, Section 7.5.3 of the MSHCP requires implementation of Construction Minimization Measures, which include conducting vegetation clearing outside the peak nesting season to the extent practicable in order to avoid impacts on nesting birds (including raptors); however, raptors nest slightly earlier than other nesting birds (i.e., February 1 to June 30). Implementation of **Mitigation Measure BIO-2** would require a pre-construction nesting bird/raptor survey and protection for any nests observed. Therefore, impacts related to migratory corridors or native nursery sites would be less than significant with mitigation measures incorporated.

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

Less Than Significant. The City of San Jacinto Municipal Code prohibits removal of trees from public streets or parkways, and authorization must be obtained from the City Council (Section 12.20). There is no restriction on the removal of trees located on private property; however, tentative tract maps must show the location of all trees having a diameter of 9.5 inches or greater. A total of 22 trees occur on the Proposed Project Site, as shown in the Tree Inventory Report (**Appendix B-2**) including one tree of heaven (*Ailanthus altissima*), one lemon tree (*Citrus limon*), two Mondell pine (*Pinus eldarica*), one peach tree (*Prunus persica*), four Peruvian pepper trees, four California fan palms, and nine Mexican

fan palms. Removal of these trees does not conflict with the tree ordinance; they have been incorporated into Project plans. Therefore, there would be no impact, and no mitigation would be required.

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

Less Than Significant Impact With Mitigation Incorporated. The Proposed Project Site is located in the MSHCP area, specifically, within the San Jacinto Valley Area Plan. The City of San Jacinto is a signatory to the MSHCP; therefore, the Project would be subject to the provisions of the MSHCP. The Proposed Project Site is not located within an MSHCP Criteria Cell; the nearest Criteria Cell is approximately 0.25 miles southwest of the Proposed Project Site. Therefore, the Project would not conflict with assembly of the MSHCP Reserve.

Habitat assessments and focused surveys were conducted in accordance with MSHCP requirements. Focused surveys were negative for all the species that required additional surveys. As required by the MSHCP, a pre-construction survey for burrowing owl will be conducted (Mitigation Measure BIO-1). Also as required by the MSHCP, a per-acre mitigation fee will be required by the City of San Jacinto based on unit density (i.e., 5.5 dwelling units per acre), **Mitigation Measure BIO-3**. Lastly, the Project must be constructed following the standard MSHCP Construction Minimization Measures (MSHCP Section 7.5.3), **Mitigation Measure BIO-4**. With implementation of Mitigation Measures BIO-1, BIO-3, and BIO-4, the Project would not conflict with the MSHCP.

The City of San Jacinto is not a participant in the SKR HCP; however, the MSHCP provides take authorization for projects outside the SKR HCP but within the MSHCP boundaries. The Project does not occur within a SKR HCP Reserve area; therefore, the Project does not conflict with the SKR HCP. As such, impacts would be less than significant with mitigation incorporated.

4.4.4 Mitigation Measures

BIO-1 The Project Applicant shall retain a qualified Biologist to conduct a pre-construction survey for burrowing owl on the Proposed Project Site (and including adjacent areas within 500 feet to the extent possible) within 30 days prior to construction. Methods for the pre-construction surveys shall be conducted as a one-day focused survey following the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP 2006). Following the survey, the Biologist shall prepare a Memorandum/Letter Report describing the methods and results of the survey for submittal to the City. If burrowing owl are observed, the Report shall also make recommendations for avoidance and minimization measures depending on the timing of construction and the location of the active burrow with respect to planned activities.

If burrowing owl are observed, the Project Applicant (or their designee) shall contact the City to discuss avoidance and minimization options. During the breeding season (i.e., March 1 to August 31), restrictions shall be placed on construction activities in the vicinity of any active burrow until the burrow is no longer active, as determined by a qualified Biologist. The protective buffer shall be 500 feet (or as otherwise approved by the City) around the active burrow. The protective buffer shall be flagged clearly in the field, mapped as an "Environmentally Sensitive Area," and the maps provided to the Project Applicant, their designee (e.g., Construction Supervisor), and the City. During the wintering season, an active burrow may be closed following CDFW-approved procedures with permission from the City. If the wintering burrow would not be directly impacted, a protective buffer of 160 feet (or as otherwise approved by the City) shall be placed around the burrow. The

protective buffer shall be flagged clearly in the field, mapped as an "Environmentally Sensitive Area," and the maps provided to the Project Applicant, their designee (e.g., Construction Supervisor), and the City. The Project Applicant shall not proceed with construction until the avoidance and minimization measures have been approved by the City and all appropriate protections are in place.

BIO-2 To the extent possible, vegetation removal will be conducted during the non-breeding season (September 12 to January 31)[3] in order to minimize direct impacts on nesting birds and raptors. If construction activities would be initiated during the peak breeding season for nesting birds/raptors (February 1–June 30), a pre-construction survey will be conducted by a qualified Biologist within three days prior to the initiation of construction (including demolition of structures). The nesting bird/raptor survey area will include a buffer of 100 feet around the work area for nesting birds and a buffer of 500 feet around the work area for nesting raptors. This survey can be combined with the pre-construction burrowing owl survey described in MM BIO-1. If the Biologist does not find any active nests in or immediately adjacent to the impact area, construction activities can proceed.

If the Biologist detects an active nest within or immediately adjacent to the construction area and determines that the nest may be impacted, or breeding activities substantially disrupted by increased activity around the nest, the Biologist will determine an appropriate protective buffer around the nest depending on the sensitivity of the species and the nature of the construction activity. The protective buffer shall be between 25 to 100 feet for nesting birds and 300 to 500 feet for nesting raptors. No work will be allowed within the protective buffer until nesting activity has ended, as determined by a qualified Biologist. Any protective buffers will be flagged clearly in the field, mapped as "Environmentally Sensitive Areas," and the maps provided to the Project Applicant, their designee (e.g., Construction Supervisor), and the City. Construction can proceed within the protective buffer when the qualified Biologist has determined that the nest is no longer active (i.e., fledglings have left the nest, or the nest has failed).

BIO-3 Prior to the issuance of a grading permit, the Project Applicant shall pay the MSHCP mitigation fee as directed by the City of San Jacinto based on the most current rates.

BIO-4 The Project Applicant and their designee (i.e., Construction Contractors) shall follow required MSHCP Construction Minimization Measures (Section 7.5.3 of the MSHCP). Applicable construction minimization measures are listed below.

- Plans for water pollution and erosion control will be prepared for all Discretionary Projects involving the movement of earth in excess of 50 cubic yards. The plans will describe sediment and hazardous materials control, dewatering or diversion structures, fueling and equipment management practices, use of plant material for erosion control. Plans will be reviewed and approved by the City prior to construction.
- Timing of construction activities will consider seasonal requirements for breeding birds and migratory non-resident species. Habitat clearing will be avoided during species active breeding season defined as March 1 to June 30.
- Sediment and erosion control measures will be implemented until such time soils are determined to be successfully stabilized.

3 These dates are outside the collective dates for the raptor nesting season (February 1 to June 30, peak nesting bird season (March 1 to June 3), and burrowing owl breeding season (March 1 to August 31).

- Silt fencing or other sediment trapping materials will be installed at the downstream end of construction activities to minimize the transport of sediments off-site.
- The limits of disturbance, including the upstream, downstream, and lateral extents, will be clearly defined and marked in the field. Monitoring personnel will review the limits of disturbance prior to initiation of construction activities.
- Exotic species removed during construction will be properly handled to prevent sprouting or regrowth.
- Training of construction personnel will be provided.
- Ongoing monitoring and reporting will occur for the duration of the construction activity to ensure implementation of best management practices.
- When work is conducted during the fire season (as identified by the Riverside County Fire Department) adjacent to coastal sage scrub or chaparral vegetation, appropriate fire-fighting equipment (e.g., extinguishers, shovels, water tankers) shall be available on the site during all phases of project construction to help minimize the chance of human-caused wildfires. Shields, protective mats, and/or other fire preventative methods shall be used during grinding, welding, and other spark-inducing activities. Personnel trained in fire hazards, preventative actions, and responses to fires shall advise contractors regarding fire risk from all construction-related activities.
- Active construction areas shall be watered regularly to control dust and minimize impacts to adjacent vegetation.
- All equipment maintenance, staging, and dispensing of fuel, oil, coolant, or any other toxic substances shall occur only in designated areas within the proposed grading limits of the Proposed Project Site. These designated areas shall be clearly marked and located in such a manner as to contain run-off.
- Waste, dirt, rubble, or trash shall not be deposited in the Conservation Area or on native habitat.

4.4.5 Conclusion

Implementation of **Mitigation Measures BIO-1, BIO-2, BIO-3,** and **BIO-4** would reduce potential impacts of the Proposed Project associated with Biological Resources to less than significant.

4.5 Cultural Resources

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and the Phase I Archaeological and Paleontological Resources Inventory, prepared by Psomas, dated October 2023, and included as **Appendix C**, which includes an Eastern Information Center (EIC) cultural resources literature and records search, a Native American Heritage Commission (NAHC) Sacred Lands Files (SLF) database search, Western Science Center (WSC) Paleontological Record Search, and pedestrian field survey. A Historic Built Environment Assessment, prepared by South Environmental, is included in **Appendix C**.

4.5.1 Environmental Setting

The study in **Appendix C** included a records search through the EIC, intensive-level pedestrian field survey and paleontological resources overview. The EIC record search identified 14 prior cultural resources studies within 0.8 km (one-half mile) of the Proposed Project Site were completed between 1990 and 2014 and are identified on **Table 11: *Prior Cultural Studies Within ½-mile of the Project Site***. Two of the cultural resource studies (RI-06821 and RI-08160) traversed the Proposed Project Site. The 14 studies consisted of archaeological field studies and literature reviews (**Appendix C**).

Table 11: Prior Cultural Studies Within ½-mile of the Project Site

Report No.	Year	Author(s)	Type of Study	Title of Study	Proximity to Proposed Project Site
RI-02885	1990	Arkush, Brooke	Cultural Resources Study	An Archaeological Assessment of Five Potential Sites for the Perris Water Treatment Plant, Located Near Lakeview in Western Riverside County, California	Outside
RI-04404	2000	Jones and Stokes Associates	Cultural Resources Study	Final Cultural Resources Inventory Report for the Williams Communications, Inc., Fiber Optic Cable System Installation Project, Riverside to San Diego, California Vol I–IV.	Outside
RI-04981	2003	McKenna et al.	Cultural Resources Study	A Phase I Cultural Resources Survey of the Esplanade Specific Plan Project Area Near Hemet, Riverside County, California	Outside
RI-05103	2002	Applied Earthworks	Cultural Resources Study	Cultural Resources Survey of Tentative Tract 30560, Hemet, California	Outside
RI-05555	2003	Applied Earthworks	Cultural Resources Study	Cultural Resources Survey of Tentative Tract 31184, Hemet, California	Outside
RI-06821	2006	Dudgeon-Commendador, Amy and Beth Padon	Cultural Resources Study	Phase I Cultural Resource Assessment for the Proposed Cawston Avenue Development Project, San Jacinto, Riverside County, California	Within
RI-06824	2007	Austerman, Virginia	Cultural Resources Study	Cultural Resources Assessment, Sanderson Avenue Development Project, San Jacinto, Riverside, California	Outside
RI-06846	2006	Padon, Beth and Sheila McElroy	Cultural Resources Study	Letter Report: Phase I Architectural Assessment for 40-Acre Parcel, San Jacinto, California	Outside

Report No.	Year	Author(s)	Type of Study	Title of Study	Proximity to Proposed Project Site
RI-06944	2006	Demcak, Carol R.	Cultural Resources Study	Report of Phase I Archaeological Assessment of West Esplanade Project (APN 431-190-010 & APN 431-190-011), City of San Jacinto, Riverside County, California	Outside
RI-07558	2008	Joan, George	Cultural Resources Study	Phase I Cultural Resources Survey KZ Holdings Project, San Jacinto, California	Outside
RI-07883	2008	Smallwood, Josh and Laura Hensley Shaker	Cultural Resources Study	Historical & Archaeological Resources Survey Report: Cottonwood Avenue Mixed-Use Project, City of San Jacinto, Riverside County, California	Outside
RI-08160	2008	Hogan, Michael and Bai Tong	Cultural Resources Study	Historical & Archaeological Resources Survey Report San Jacinto Master Drainage Plan in and near the City of San Jacinto Riverside County, California	Within
RI-08495	2010	Joan George, Vanessa Mirro, and Elizabeth Dennison	Cultural Resources Study	Supplemental Cultural Resources Survey Report: Cultural Resources in Southern San Jacinto Valley: Realign State Route 79 between Domenigoni Parkway and Gilman Springs Road in the Cities of Hemet and San Jacinto and the County of Riverside, Riverside County, California	Outside
RI-09689	2014	Delu, Antonina M., John J. Eddy, and Gabrielle Duff	Cultural Resources Study	First Supplemental Historic Property Survey Report Realign State Route 79 Between Domenigoni Parkway and Gilman Sprinfs Road in the Cities of Hemet and San Jacinto and the County of Riverside, Riverside County, California	Outside

Source: Appendix C

Previously Recorded Cultural Resources

The EIC records searches also identified five previously recorded cultural resources within 0.8 km (1/2-mile) of the Proposed Project Site and are identified on **Table 12: Previously Recorded Cultural Resources Within ½ Mile of the Project Site** (**Appendix C**). The previously recorded resources include historic buildings and structures. No precontact cultural resources (before the arrival of Europeans) were identified by the EIC. None of the five historic buildings and structures are located within the Proposed Project Site.

Table 12: Previously Recorded Cultural Resources Within ½ Mile of the Project Site

Primary No.	Trinomial No.	Resource Description	Year Recorded/Recorder(s)	Proximity to Proposed Project Site
P-33-006287	–	Historic: building, structure	1982 (Warner, Jim); 2007 (Tibbet, Casey)	Outside
P-33-007301	–	Historic: building	1982 (Swift, Laura), 2006 (McElroy, Sheila)	Outside
P-33-014791	–	Historic: building, structure	2003 (Livingstone, D.)	Outside
P-33-015267	–	Historic: building	2006 (McElroy, Sheila)	Outside
P-33-017928	–	Historic: structure	2010 (Dice, Michael)	Outside

Source: Appendix C

Native American Heritage Commission Sacred Lands File Search

On September 19, 2022, Psomas requested that the NAHC conduct a search of its SLF database to determine if cultural resources important to Native Americans have been recorded in the Proposed Project Site or in the immediate vicinity. The results of the NAHC SLF search were received on November 22, 2022, and were negative; however, it should be noted that the records maintained by the NAHC, and the CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. Furthermore, a tribe may be the only source of information regarding the existence of a tribal cultural resource. The review included a list of tribes affiliated with the Proposed Project Site. If these tribal governments have requested to be listed on the City's Assembly Bill (AB) 52 contact list the tribal governments will be contacted by the City and offered an opportunity to consult on the Project to comply with the requirements of AB 52. The SLF search results summary letter from the NAHC is provided in the Phase I Archaeological and Paleontological Resources Inventory (**Appendix C**).

Field Survey

Psomas cultural resource specialist Heather Garnett, RPA, surveyed the Proposed Project Site on February 9, 2023. The cultural resources field survey did not identify archaeological resources; however, it should be noted ground visibility was obscured by dense vegetation and recent flooding from rain. Additionally, the structures located on at the northern end of the Proposed Project Site date to 1940s. A separate historic built environment assessment of the structures and report has been prepared by South Environmental, included in the Phase I Archaeological and Paleontological Resources Inventory (**Appendix C**).

4.5.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?		X		
c) Disturb any human remains, including those interred outside of formal cemeteries?		X		

Discussion

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

Less Than Significant Impact. Public Resources Code Section 15064.5(a) defines historical resources, which includes: A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code Section 5024.1, Title 14 CCR, Section 14 CCR, Section 4850 et seq.). The EIC record search results identified five cultural resources located within a half-mile of the Proposed Project Site. These resources consist of five historic-era buildings and associated structures that establish historic-era land use within the generalized area. None of the five cultural resources are within the Proposed Project Site; therefore, the proposed Project will not impact these cultural resources. One built environment resource over 45 years old was identified within the Proposed Project Site: a residential farm located at 710 Cawston Avenue North comprising several buildings and structures. The Proposed Project Site was recorded and evaluated for historical significance on the appropriate set of DPR Forms in consideration of CRHR and City designation criteria and integrity requirements. The Proposed Project Site was found not eligible under all State and local designation criteria due to a lack of significant historical associations, a lack of architectural merit, and compromised integrity. No historical resources were identified within the Proposed Project Site as a result of this analysis. Therefore, with respect to a historical resource pursuant to Section 15064.5, the proposed Project would not impact a historical resource under CEQA. No mitigation is required.

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

Less Than Significant Impact With Mitigation Incorporated. A significant impact would occur if grading or excavation activities associated with the Project were to disturb archaeological resources that presently exist within the Proposed Project Site. The EIC record search results identified five cultural resources located within one-half-mile of the Proposed Project Site. These resources consist of five historic-era buildings and associated structures that establish historic-era land use within the generalized area. None of the five cultural resources are archaeological resources. However, there is the possibility that undiscovered intact archaeological resources may be present below the surface in native (alluvial) sediments. These potential effects would be mitigated to a less than significant level with the implementation of **Mitigation Measure CUL-1**, which recommends archaeological monitoring when excavations are required in native sediment.

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

Less than Significant Impact With Mitigation Incorporated. A significant adverse effect could occur if grading or excavation activities associated with the Project were to disturb previously interred human remains. The Proposed Project Site is located within a developed area that has been subject to earth-moving activities in the past, and no known burial sites are located on or adjacent to the Proposed Project Site. In the unlikely event of an unanticipated discovery of human remains in the Proposed Project Site during construction, the California Health and Safety Code and the California Public Resources Code require that any activity in the area of a potential find be halted and the Orange County Coroner be notified, as described in **Mitigation Measure CUL-2**. Implementation of CUL-2 would ensure impacts related to this threshold are less than significant, and no mitigation is required

4.5.3 Mitigation Measures

CUL-1 The Project proponent shall retain a Project Archaeologist prior to the initiation of ground-disturbing activities to monitor ground-disturbing activities occurring within native sediment (in situ material).

In the event that archaeological resources are discovered at the Proposed Project Site, the handling of the discovered resources shall occur, as described below. All artifacts discovered shall be inventoried and analyzed by the Project Archaeologist. If any artifacts of Native American origin are discovered, all activities in the immediate vicinity of the find (within a 50-foot radius) shall stop, and the Project Archaeologist shall notify the property owner and tribes identified by the NAHC as being affiliated with the area. The Project Archaeologist and Tribal Representative will analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. The significance of Native American resources shall be evaluated in accordance with the provisions of CEQA and shall consider the religious beliefs, customs, and practices of the affiliated tribes. All items found in association with Native American human remains shall be considered grave goods or sacred in origin and subject to special handling.

Non-Native American artifacts shall be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. After analysis and reporting, these artifacts shall be subjected to curation or returned to the property owner, as deemed appropriate.

Once grading activities have ceased or the Project Archaeologist, in consultation with the lead agency and Tribal Representative, determines that monitoring is no longer necessary, monitoring activities can be discontinued. A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. A copy of the report shall also be filed with the EIC.

CUL-2 All discovered human remains shall be treated with respect and dignity. California State law (California Health & Safety Code Section 7050.5) and federal law and regulations ([*Archaeological Resources Protection Act 16 United States Code* (USC) 470 & 43 Code of Federal Regulations (CFR) 7], [*Native American Graves Protection & Repatriation Act* 25 USC 3001 & 43 CFR 10] and [Public Lands, Interior 43 CFR 8365.1–7]) require a defined protocol if human remains are discovered in the State of California regardless of whether the remains are modern or archaeological in origin.

If human remains, grave goods, ceremonial items, and/or sacred items are encountered, work will immediately halt within the immediate area and any nearby area reasonably suspected to overlie adjacent remains, and a 100-foot ESA boundary will be established to protect the find from impact, and the Soboba Band of Luiseno Indians and the City of San Jacinto Planning Division shall be immediately notified.

In accordance with Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5(e), if human remains are found, the Riverside County Coroner's office shall be notified by the permittee within 24 hours of the discovery. County Coroner's determination regarding the origin of the remains and any required notification is described in Section 7050.5 of the California Health and Safety Code and CEQA Guidelines Section 15064.5(e). No further excavation or disturbance of the potential human remains, or any area reasonably suspected to overlie additional remains, shall occur until a determination

has been made, any notifications have been sent and received, and the Riverside County Coroner's Office has cleared the site.

4.5.4 Conclusion

Implementation of Mitigation Measure **CUL-1** and **CUL-2,** would reduce potential impacts of the Proposed Project associated with Cultural Resources to less than significant.

4.6 Energy

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and from the Air Quality, Greenhouse Gas, and Energy Impact Study prepared by MD Acoustics and dated April 28, 2025, and included as **Appendix A-1**.

Information from the CalEEMod 2022.1.1.22 Daily and Annual Outputs contained in **Appendix A-1** was utilized for this analysis, and the CalEEMod outputs detail Project related construction equipment, transportation energy demands, and facility energy demands.

4.6.1 Regulatory Setting

The discussion below provides a summary of key standards relative to this Project. A more detailed list of standards is provided in **Appendix A-1.**

Building Energy Efficiency Standards

California Code of Regulations (CCR) Title 24, Part 6. CCR Title 24, Part 6, which is California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. 2013 and 2016 standards have been approved and became effective July 1, 2014 and January 1, 2016, respectively.

California Code of Regulations (CCR) Title 24, Part 11, commonly referred to as the CALGreen Code, states that all buildings for which an application for a building permit is submitted on or after January 1, 2023 must follow the 2022 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

The CALGreen Code includes mandatory measures for non-residential development related to site development; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. Specifically, the code requires the following measures that are applicable to energy use:

- New buildings with tenant spaces that have 10 or more tenant-occupants to provide secure bicycle parking for 5 percent of the tenant-occupant vehicular parking spaces with a minimum of one bicycle parking facility.
- New buildings that require 10 or more parking spaces to provide a specific number of spaces to facilitate the future installation of electric vehicle supply equipment. The raceways are required to be installed at the time of construction.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the goal of the California RPS Program to achieve at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

4.6.2 Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration [EIA] 2018). California consumed 292,039 gigawatt-hours (GWh) of electricity and 2,110,829 million cubic feet of natural gas in 2017 (California Energy Commission [CEC] 2019; EIA 2018). In addition, Californians consume approximately 18.9 billion gallons of motor vehicle fuels per year (Federal Highway Administration 2019). The single largest end-use sector for energy consumption in California is transportation (39.8 percent), followed by industry (23.7 percent), commercial (18.9 percent), and residential (17.7 percent) (EIA 2018).

Most of California's electricity is generated in-state with approximately 30 percent imported from the Northwest (Alberta, British Columbia, Idaho, Montana, Oregon, South Dakota, Washington, and Wyoming) and Southwest (Arizona, Baja California, Colorado, Mexico, Nevada, New Mexico, Texas, and Utah) in 2017. In addition, approximately 30 percent of California's electricity supply comes from renewable energy sources such as wind, solar photovoltaic, geothermal, and biomass (CEC 2018). Adopted on September 10, 2018, SB 100 accelerates the State's Renewables Portfolio Standards Program by requiring electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires that all motorists use California Reformulated Gasoline, which is sourced almost exclusively from refineries located in California. Gasoline is the most used transportation fuel in California with 15.5 billion gallons sold in 2017 and is used by light-duty cars, pickup trucks, and sport utility vehicles (California Department of Tax and Fee Administration 2018). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (CEC 2016). Both gasoline and diesel are primarily petroleum-based, and their consumption releases greenhouse gas (GHG) emissions, including CO_2 and NO_X. The transportation sector is the single largest source of GHG emissions in California, accounting for 41 percent of all inventoried emissions in 2016 (California Air Resources Board [CARB] 2018).

4.6.3 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
ENERGY: Would the project:				
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	

Discussion

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

Less Than Significant Impact.

Construction Energy Demand

Construction Equipment Electricity Usage. Electrical service will be provided by SCE. Based on the 2017 National Construction Estimator, the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The energy analysis provided in **Appendix A-1** was prepared assuming project plans to develop the site with approximately 817,050 square feet of new residential space over the course of approximately 39 months. Based on **Table 13, *Project Construction Power Cost and Electricity Usage***, the total power cost of the on-site electricity usage during the construction of the Proposed Project is estimated to be approximately $73,926.68 and the total electricity usage from Project construction related activities is estimated to be approximately 1,344,122 kilowatt-hours (kWh).

Table 13: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square feet of building per month of construction)	Total Building Size (1,000 Square Foot)*	Construction Duration (months)	Total Project Construction Power Cost	Cost per kWh	Total Project Construction Electricity Usage (kWh)
$2.32	817.050	39	$73,926.68	$0.06	1,344,122

* Assumes the project will be under the GS-1 General Service rate under SCE.
Source: Appendix A-1

Construction Equipment Fuel Estimates. Using the CalEEMod data input, the Project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 horsepower hours per gallon (hp-hr/gal). As presented in **Table 14, *Construction Equipment Fuel Consumption Estimates*** below, the Proposed Project construction activities would consume an estimated 108,685 gallons of diesel fuel.

Table 14: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/ day	Total Fuel Consumption (gal diesel fuel)[1]
Demolition	30	Concrete/Industrial Saws	1	8	33	0.73	193	313
	30	Excavators	3	8	36	0.38	328	532
	30	Rubber Tired Dozers	2	8	367	0.4	2,349	3,809
Site Preparation	40	Rubber Tired Dozers	3	8	367	0.4	3,523	7,618
	40	Tractors/Loaders/Backhoes	4	8	84	0.37	995	2,150
Grading	110	Excavators	2	8	36	0.38	219	1,301
	110	Graders	1	8	148	0.41	485	2,886
	110	Rubber Tired Dozers	1	8	367	0.4	1,174	6,983
	110	Scrapers	2	8	423	0.48	3,249	19,316
	110	Tractors/Loaders/Backhoes	2	8	84	0.37	497	2,957
Building Construction	500	Cranes	1	7	367	0.29	745	20,135
	500	Forklifts	3	8	82	0.2	394	10,638
	500	Generator Sets	1	8	14	0.74	83	2,240
	500	Tractors/Loaders/Backhoes	3	7	84	0.37	653	17,640

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/ day	Total Fuel Consumption (gal diesel fuel)[1]
	500	Welders	1	8	46	0.45	166	4,476
Paving	75	Pavers	2	8	81	0.42	544	2,207
	75	Paving Equipment	2	8	89	0.36	513	2,078
	75	Rollers	2	8	36	0.38	219	887
Architectural Coating	90	Air Compressors	1	6	37	0.48	107	518
Construction Fuel Demand (gallons of diesel fuel)								108,685

Notes:

[1] Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.

Construction Worker Fuel Estimates. It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated vehicle miles travelled (VMT), the construction worker trips would generate an estimated 3,772,243 VMT. Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis using information generated using CARB's EMFAC model (see **Appendix A-1** for details). **Table 15: *Construction Worker Fuel Consumption Estimates***, shows that an estimated 121,882 gallons of fuel would be consumed for construction worker trips.

Table 15: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	30	15.0	18.5	8,325	30.95	269
Site Preparation	40	17.5	18.5	12,950	30.95	418
Grading	110	20.0	18.5	40,700	30.95	1,315
Building Construction	500	385.0	18.5	3,561,250	30.95	115,065
Paving	75	15.0	18.5	20,813	30.95	672
Architectural Coating	90	77.0	18.5	128,205	30.95	4,142
Total Construction Worker Fuel Consumption						121,882

Notes:

1 Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Construction Vendor/Hauling Fuel Estimates. **Table 16: *Construction Vendor Fuel Consumption Estimates (MHD Trucks)*** and **Table 17: *Construction Hauling Fuel Consumption Estimates (HHD Trucks)*** show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 1,000,455 VMT. For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Table 16 and Table 17 show that an estimated 134,056 gallons of fuel would be consumed for vendor and hauling trips.

Table 16: Construction Vendor Fuel Consumption Estimates (MHD Trucks)

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	30	0	10.2	0	9.22	0
Site Preparation	40	0	10.2	0	9.22	0
Grading	110	0	10.2	0	9.22	0
Building Construction	500	68.4	10.2	348,840	9.22	37,835
Paving	75	15.0	10.2	11,475	9.22	1,245
Architectural Coating	90	0	10.2	0	9.22	0
Total Vendor Fuel Consumption						39,080

Notes:
1 Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Table 17: Construction Hauling Fuel Consumption Estimates (HHD Trucks)

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	30	10.9	20	6,540	6.74	970
Site Preparation	40	0.0	20	0	6.74	0
Grading	110	288.0	20	633,600	6.74	94,006
Building Construction	500	0	20	0	6.74	0
Paving	75	0	20	0	6.74	0
Architectural Coating	90	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						94,976

Notes:
1 Assumptions for hauling trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.22 defaults.

Construction Energy Efficiency/Conservation Measures. Construction equipment used over the approximately 39 month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the Project has been designed in compliance with California's Energy Efficiency Standards and 2022 California Green Building Standards Code, Title 24, Part 11 (CALGreen).

Construction of the proposed residential development would require the typical use of energy resources. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities or equipment that would not conform to current emissions standards (and related fuel efficiencies). Therefore, the proposed construction activities would not result in inefficient, wasteful, or unnecessary fuel consumption and no mitigation is required.

Operational Energy Demand

Transportation Fuel Consumption. The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to transit stops.

Using the CalEEMod output, it is assumed that an average trip length would be 9.944 miles. To show a worst-case analysis, as the Proposed Project is a residential project, it was assumed that vehicles would operate 365 days per year. **Table 18: *Estimated Vehicle Operations Fuel Consumption***, shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks. Table 18 shows that an estimated 571,336 gallons of fuel would be consumed per year for the operation of the proposed Project.

Table 18: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles)[2]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	2,194	9.944	21,813	31.82	685.52	250,215
Light Truck	Automobile	229	9.944	2,280	27.16	83.96	30,645
Light Truck	Automobile	706	9.944	7,024	25.6	274.37	100,145
Medium Truck	Automobile	564	9.944	5,613	20.81	269.74	98,454
Light Heavy Truck	2-Axle Truck	106	9.944	1,051	13.81	76.08	27,769
Light Heavy Truck 10,000 lbs +	2-Axle Truck	29	9.944	292	14.18	20.57	7,507
Medium Heavy Truck	3-Axle Truck	47	9.944	464	9.58	48.46	17,688
Heavy Heavy Truck	4-Axle Truck	77	9.944	761	7.14	106.61	38,913
Total		3,952	--	39,298	--	1565.30	--
Total Annual Fuel Consumption							571,336

Notes:
1 The project is to generate 3,952 total net new trips after reduction of existing uses. Default CalEEMod vehicle fleet mix utilized.
2 Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation generated by the proposed Project are consistent with other similar residential uses of similar scale and configuration as reflected in the traffic data. That is, the Proposed Project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips, nor associated excess and wasteful vehicle energy consumption. Therefore, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity)

The annual electricity demands were provided per the CalEEMod output and are provided in **Table 19: *Project Unmitigated Annual Operational Energy Demand Summary***. The Project will be 100 percent electric and will not require natural gas.

Table 19: Project Unmitigated Annual Operational Energy Demand Summary

Electricity Demand	kWh/year
Single Family Housing	8,280,326
Total	8,280,326

Notes:
1 Taken from the CalEEMod 2022.1.1.22 annual output.

As shown in Table 19, the estimated electricity demand for the Proposed Project is approximately 8,280,326 kWh per year. In 2022, the residential sector of the County of Riverside consumed approximately 9,061 million kWh of electricity. Therefore, the increase in electricity demand from the proposed Project is insignificant compared to the County's 2022 demand. However, electricity for the

homes in the Project will also be provided by onsite solar which will not affect the County's demand. Therefore, the increase in electricity demand from the proposed Project is insignificant compared to the County's 2022 demand, and impacts would be less than significant. No mitigation is required.

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

Less Than Significant Impact. This analysis considers whether the Project would conflict with applicable federal transportation regulations, the State's Energy Plan, and the State's Renewable Energy Portfolio Standards.

Regarding federal transportation regulations, the Proposed Project Site is located in an already developed area. Access to/from the Proposed Project Site is from existing roads. These roads are already in place so the Project would not interfere with, nor otherwise obstruct intermodal transportation plans or Projects that may be proposed pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) because SCAG is not planning for intermodal facilities in the Project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the Project would be required to meet or exceed the energy standards established in the CALGreen Code. CALGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. Therefore, the Project would not conflict with or obstruct a State or the General Plan policies for energy efficiency, and less than significant impacts would occur. No mitigation is required.

4.6.4 Mitigation Measures

No mitigation measures associated with impacts to Energy apply to the Proposed Project.

4.6.5 Conclusion

There would be less than significant of the Proposed Project associated with Energy resources, and no mitigation would be required.

4.7 Geology and Soils

4.7.1 Environmental Setting

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and from an updated, Project-specific Preliminary Geotechnical Investigation (Geotechnical Evaluation) prepared by Geocon West Inc., dated November 4, 2022, and included as **Appendix D-1**. An updated geotechnical evaluation was prepared in January 2024 and it is provided in **Appendix D-2**.

4.7.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
GEOLOGY AND SOILS: Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
• 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.			X	
• Strong seismic ground shaking?			X	
• Seismic-related ground failure, including liquefaction?			X	
• Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
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?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

Discussion

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- *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.*

  Less Than Significant Impact. According to the Geotechnical Evaluation, the Proposed Project Site is not located within a currently established State of California Alquist-Priolo Earthquake Fault Zone or Riverside County Fault Hazard Zone for surface fault rupture hazards (**Appendix D-1**). No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. Therefore, impacts would be less than significant, and no mitigation is required.

- *Strong seismic ground shaking?*

  Less Than Significant Impact. The Proposed Project Site is located in a seismically active area, as is the majority of southern California, and there is potential for strong ground motion in the Project areas during the Project's lifetime. The closest active fault to the site is the Casa Loma branch of the San Jacinto fault located approximately ¾ mile northeast of the site. This fault, among others within the area, would have the potential to produce an earthquake estimated up to 6.9 on the Richter Scale (**Appendix D**). In the event an earthquake of this magnitude occurs, the Proposed Project Site could experience periodic shaking, possibly of considerable intensity. The Project's proposed structures would be required to meet the City's construction development standards and the seismic design parameters of the California Uniform Building Code to withstand potential seismic shaking impacts caused by an earthquake within an acceptable level of risk. In addition, the specific recommendations of the Geotechnical Evaluation prepared for the Project would be fully incorporated in the design and construction of the Project. Compliance with the California Uniform Building Code Seismic Safety Standards and Geotechnical Investigation recommendations would minimize risks related to seismic shaking impacts and reduce the potential for adverse effects to less than significant, and no mitigation is required.

- *Seismic related ground failure, including liquefaction?*

  Less Than Significant Impact. Liquefaction is a phenomenon in which loose, saturated, relatively cohesionless soil deposits lose shear strength during strong ground motions. Primary factors controlling liquefaction include intensity and duration of ground motion, gradation characteristics of the subsurface soils, in-situ stress conditions, and the depth to groundwater. Liquefaction is typified by a loss of shear strength in the liquefied layers due to rapid increases in pore water pressure generated by earthquake accelerations. The County of Riverside indicates that the site is located within a zone of moderate liquefaction potential. However, based on historic well records, static groundwater is more than 100 feet below ground surface in the vicinity of the site and the Geotechnical Investigation concluded the potential for liquefaction to occur beneath the site is considered very low (**Appendix D**). In addition, the specific recommendations of the Geotechnical Evaluation prepared for the Project would be fully incorporated in the design and construction of the Project. Therefore, impacts related to liquefaction would be less than significant levels, and no mitigation is required.

- *Landslides?*

  No Impact. Landslides may be induced by strong vibratory motion produced by earthquakes. The Proposed Project Site would not be subject to landslides. According to the California Department of Conservation Earthquake Zones of Required Investigation mapper (CDC 2024), the Proposed Project Site is not identified as being within an area susceptible to landslides. The Proposed Project Site is relatively flat, with elevations ranging from 1,505 feet above mean sea level (AMSL) on the northwestern portion of the site to approximately 1,515 feet AMSL on the southwestern corner of the site. In addition, the specific recommendations of the Geotechnical Evaluation prepared for the Project, including slope stability features, would be fully incorporated in the design and construction of the Project. Due to the relatively low topography, and since the Project does not propose to create slopes or features that would increase the potential for landslides, no adverse impacts are anticipated, and no mitigation is required.

Based on the above, the Project will have a less than significant impact regarding exposure people or structures to potential substantial adverse effects of earthquakes, ground shaking, liquefaction and landsides, and no mitigation is required.

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

Less Than Significant Impact. The largest source of erosion and topsoil loss is uncontrolled drainage during construction. As discussed in more detail in Section XI, Hydrology and Water Quality, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point sources that discharge pollutants into "waters of the U.S." Construction activities shall be conducted in compliance with the statewide NPDES General Permit for Storm Water Discharges Associated with the Construction and Land Disturbance Activities (Order No 2022-0057-DWQ, NPDES No. CAS000002), adopted by the State Water Resources Control Board on September 8, 2022. In compliance with the NPDES permit, erosion potential during construction of the proposed Project would be managed with Best Management Practices (BMPs) implemented on the Proposed Project Site as part of a Storm Water Pollution Prevention Plan (SWPPP) during construction activities in accordance with NPDES requirements. Implementation of the BMPs would reduce construction-related erosion impacts to less than significant levels. Additionally, the specific recommendations of the Geotechnical Evaluation prepared for the Project, including grading and earthwork related recommendations, would be fully incorporated in the design and construction of the Project. Therefore, impacts related to soil erosion would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. As discussed above, the potential for liquefaction at the Proposed Project Site is considered low and the Proposed Project Site is not located in a potential landslide zone. The proposed Project would not introduce any new topographical features or elements that would change the existing geologic setting of the Project area, and the majority of the area is relatively flat. As such, on-site geologic and soils issues such as on-site soil stability including landslides, lateral spreading, liquefaction, and collapse are not significant due to the nature of the Project. The report in **Appendix D-2** also identified that the potential for subsidence was low because: the site is not located in an Area of Land Subsidence in California according to the United States Geological Survey (USGS); the San Jacinto Valley is not included in an area currently undergoing a USGS subsidence study; Riverside County does include the site in an area of active subsidence; the California Geological Survey does not address subsidence risk on its website; and a search of the City of the San Jacinto website GIS system did not yield results when the term "subsidence" was searched. Additionally, the specific

recommendations of the Geotechnical Investigation prepared for the Project (**Appendix D-1** and **Appendix D-2**) would be fully incorporated in the design and construction of the Project. Therefore, implementation of the proposed Project would not result in impacts associated with unstable geologic conditions. Impacts related to geologic unit stability that could result in lateral spreading, subsidence, liquefaction, or collapse would be less than significant. No mitigation is required.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. Expansive soils are characterized by their ability to undergo significant volume changes (shrink or swell) due to variations in moisture content the onsite fill consists of sandy silt within the soils encountered near the ground surface. Expansive soils are a contributing factor to building foundation settlement. According to the Geotechnical Evaluation, the upper five feet of existing site soils encountered during the investigation were considered to have a "very low" expansive potential and are classified as "non-expansive" (**Appendix D-1**). Additionally, the specific recommendations of the Geotechnical Evaluation prepared for the Project would be fully incorporated in the design and construction of the Project. Therefore, Project impacts related to expansive soils would be less than significant, and no mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The Project does not propose to install septic tanks or alternative wastewater disposal systems. No impacts would occur, and no mitigation is required.

f) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact With Mitigation Incorporated. Psomas requested a literature and records search from the WSC on November 21, 2022 (refer to the *Phase I Archaeological and Paleontological Resources Inventory* in **Appendix C**). The WSC houses records regarding paleontological resources recorded in Riverside County. The records search included a 1.6-km (1-mile) search radius around the Proposed Project Site and consisted of a detailed examination of the USGS' 7.5-minute Lakeview Quadrangle. The purpose of the literature search was to identify paleontological resources and/or unique geological units previously recorded within and around the Proposed Project Site. The WSC paleontological literature review and record searches did not identify paleontological resources within the Proposed Project Site or the 1-mile search buffer/radius. Furthermore, the WSC noted that the geologic units underlying the Proposed Project Site are mapped entirely as active valley deposits dating to the Holocene which is estimated to be between 5,000 years old and present. While Holocene alluvial units are of high preservation value, material found is unlikely to be fossil material due to the relatively modern associated dates of the deposits. However, the WSC also noted that if development requires any substantial depth of disturbance, the likelihood of reaching older Holocene or Late Pleistocene alluvial sediments would increase. The paleontological search results summary letter from WSC is presented in **Appendix C**.

Psomas surveyed the Proposed Project Site on February 9, 2023. The results of the field survey were negative for paleontological resources. However, the negative results only include an examination of the surface. Therefore, there is a possibility that intact paleontological resources may be present below the surface. A significant impact could occur if grading or excavation activities associated with the Project were to disturb paleontological resources that presently exist within the Project site. These potential effects may be mitigated to a less than significant level with the implementation of **Mitigation Measure GEO-1**, which requires retention of a qualified Paleontologist to be available "on-call"

throughout the duration of grading activities, would reduce potential impacts to less than significant levels.

4.7.3 Mitigation Measures

GEO-1 In the event that potential paleontological resources are discovered during ground-disturbing activities, work will stop in that area and within 30 feet of the find until a qualified paleontologist can assess the significance of the find and, if necessary, develop appropriate treatment measures. Treatment measures may include monitoring by a qualified paleontologist during construction-related ground- disturbing activities. The monitor will retain the option to reduce monitoring if it is determined that the sediments were previously disturbed. Monitoring may also be reduced if potentially fossiliferous units are not present or, if present, are determined to have a low potential to contain fossil resources. The monitor will be equipped to salvage fossils and samples of sediments as they are unearthed and will be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Recovered specimens will be prepared to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Specimens will be curated into a professional, accredited museum repository with permanent retrievable storage. A report of findings, with an appended itemized inventory of specimens, will be prepared and will signify completion of the mitigation.

4.7.4 Conclusion

Implementation of **Mitigation Measure GEO-1** would reduce potential impacts of the Proposed Project associated with Geology and Soils to less than significant.

4.8 Greenhouse Gas Emissions

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and the Greenhouse Gas Analysis prepared for the Project as part of the Air Quality, Greenhouse Gas, and Energy Impact Study (**Appendix A-1**), and all information in this section is derived from **Appendix A-1**.

4.8.1 Environmental Setting

Constituent gases of the Earth's atmosphere, called atmospheric GHGs, play a critical role in the Earth's radiation amount by trapping infrared radiation emitted from the Earth's surface, which otherwise would have escaped to space. Prominent greenhouse gases contributing to this process include carbon dioxide (CO_2), methane (CH_4), ozone, water vapor, nitrous oxide (N_2O), and chlorofluorocarbons (CFCs). This phenomenon, known as the Greenhouse Effect, is responsible for maintaining a habitable climate. Anthropogenic (caused or produced by humans) emissions of these greenhouse gases in excess of natural ambient concentrations are responsible for the enhancement of the Greenhouse Effect and have led to a trend of unnatural warming of the Earth's natural climate, known as global warming or climate change. Emissions of gases that induce global warming are attributable to human activities associated with industrial/manufacturing, agriculture, utilities, transportation, and residential land uses. Transportation is responsible for 41 percent of the State's greenhouse gas emissions, followed by electricity generation. Emissions of CO_2 and N_2O are byproducts of fossil fuel combustion. Methane, a potent greenhouse gas, results from off-gassing associated with agricultural practices and landfills. Sinks of CO_2, where CO_2 is stored outside of the atmosphere, include uptake by vegetation and dissolution into the ocean**. Table 20: *GHG Descriptions***, provides a description of each of the greenhouse gases and their global warming potential.

Table 20: GHG Descriptions

Greenhouse Gas	Description and Physical Properties	Sources
Nitrous oxide	Nitrous oxide (N_2O), also known as laughing gas is a colorless gas. It has a lifetime of 114 years. Its global warming potential is 298.	Microbial processes in soil and water, fuel combustion, and industrial processes. In addition to agricultural sources, some industrial processes (nylon production, nitric acid production) also emit N_2O.
Methane	Methane (CH_4) is a flammable gas and is the main component of natural gas. It has a lifetime of 12 years. Its global warming potential is 25.	A natural source of CH4 is from the decay of organic matter. Methane is extracted from geological deposits (natural gas fields). Other sources are from the decay of organic material in landfills, fermentation of manure, and cattle farming.
Carbon dioxide	Carbon dioxide (CO_2) is an odorless, colorless, natural greenhouse gas. Carbon dioxide's global warming potential is 1. The concentration in 2005 was 379 parts per million (ppm), which is an increase of about 1.4 ppm per year since 1960.	Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.

Greenhouse Gas	Description and Physical Properties	Sources
Chlorofluorocarbons	CFCs are nontoxic, nonflammable, insoluble, and chemically unreactive in the troposphere (the level of air at the earth's surface). They are gases formed synthetically by replacing all hydrogen atoms in methane or methane with chlorine and/or fluorine atoms. Global warming potentials range from 3,800 to 8,100.	Chlorofluorocarbons were synthesized in 1928 for use as refrigerants, aerosol propellants, and cleaning solvents. They destroy stratospheric ozone, therefore their production was stopped as required by the Montreal Protocol.
Hydrofluorocarbons	Hydrofluorocarbons (HFCs) are a group of greenhouse gases containing carbon, chlorine, and at least one hydrogen atom. Global warming potentials range from 140 to 11,700.	Hydrofluorocarbons are synthetic manmade chemicals used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons	Perfluorocarbons (PFCs) have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above the Earth's surface. They have a lifetime 10,000 to 50,000 years. They have a global warming potential range of 6,200 to 9,500.	Two main sources of perfluorocarbons are primary aluminum production and semiconductor manufacturing.
Sulfur hexafluoride	Sulfur hexafluoride (SF6) is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. It has a lifetime of 3,200 years. It has a high global warming potential, 23,900.	This gas is manmade and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.

Source: MD Acoustics 2024.

4.8.2 Regulatory Background

Federal

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

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

The first phase of the national program would apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. They require these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide per mile, equivalent to 35.5 miles per gallon if the automobile industry were to meet this carbon dioxide level solely through fuel economy improvements. Together, these standards would cut carbon dioxide emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years

2012-2016). The second phase of the national program would involve proposing new fuel economy and greenhouse gas standards for model years 2017-2025 by September 1, 2011.

On October 25, 2010, the EPA and the U.S. Department of Transportation proposed the first national standards to reduce greenhouse gas emissions and improve fuel efficiency of heavy- duty trucks and buses. For combination tractors, the agencies are proposing engine and vehicle standards that begin in the 2014 model year and achieve up to a 20 percent reduction in carbon dioxide emissions and fuel consumption by the 2018 model year. For heavy-duty pickup trucks and vans, the agencies are proposing separate gasoline and diesel truck standards, which phase in starting in the 2014 model year and achieve up to a 10 percent reduction for gasoline vehicles and 15 percent reduction for diesel vehicles by 2018 model year (12 and 17 percent respectively if accounting for air conditioning leakage). Lastly, for vocational vehicles, the agencies are proposing engine and vehicle standards starting in the 2014 model year which would achieve up to a 10 percent reduction in fuel consumption and carbon dioxide emissions by 2018 model year.

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

Climate Adaption Plan. The EPA Plan identifies priority actions the Agency will take to incorporate considerations of climate change into its programs, policies, rules and operations to ensure they are effective under future climatic conditions.

State

California Code of Regulations (CCR) Title 24, Part 6. CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) were first established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. Although it was not originally intended to reduce GHG emissions, electricity production by fossil fuels results in GHG emissions and energy efficient buildings require less electricity. Therefore, increased energy efficiency results in decreased GHG emissions.

The Energy Commission adopted 2008 Standards on April 23, 2008 and Building Standards Commission approved them for publication on September 11, 2008. These updates became effective on August 1, 2009. 2013 and 2016 standards have been approved and became effective July 1, 2014 and January 1, 2016, respectively.

California Code of Regulations (CCR) Title 24, Part 11. All buildings for which an application for a building permit is submitted on or after January 1, 2023 must follow the 2022 standards. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases greenhouse gas emissions.

California Green Building Standards**.** On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Housing and Community Development (HCD) updated CALGreen through the 2015 Triennial Code Adoption Cycle, during the 2016 to 2017 fiscal year. During the 2022-2023 fiscal year, the HCD updated CALGreen through the 2023 Triennial Code Adoption Cycle.

The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. CCR Title 24, Part 11: California Green Building Standards (Title 24) became effective in 2001 in response to continued efforts to reduce GHG emissions associated with energy consumption. CCR Title 24,

Part 11 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. One focus of CCR Title 24, Part 11 is water conservation measures, which reduce GHG emissions by reducing electrical consumption associated with pumping and treating water. CCR Title 24, Part 11 has approximately 52 nonresidential mandatory measures and an additional 130 provisions for optional use. Some key mandatory measures for commercial occupancies include specified parking for clean air vehicles, a 20 percent reduction of potable water use within buildings, a 50 percent construction waste diversion from landfills, use of building finish materials that emit low levels of volatile organic compounds, and commissioning for new, nonresidential buildings over 10,000 square feet.

The CEC estimates that over 30 years the 2022 Energy Code will provide $1.5 billion in consumer benefits and reduce 10 million metric tons of GHG. Changes compared to the 2019 Energy Code include increases to on-site renewable energy generation from solar, increases to electric load flexibility to support grid reliability, reduction of emissions from newly constructed buildings, reduction of air pollution for improved public health, and increased adoption of environmentally beneficial efficient electric technologies.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided, they provide a minimum 50- percent diversion requirement. The code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy.

Executive Order S-3-05**.** California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following targets:

- By 2010, California shall reduce greenhouse gas emissions to 2000 levels;
- By 2020, California shall reduce greenhouse gas emissions to 1990 levels.
- By 2050, California shall reduce greenhouse gas emissions to 80 percent below 1990 levels.

The executive order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. To comply with the Executive Order, the secretary of CalEPA created the California Climate Action Team (CAT), made up of members from various state agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-01-07**.** Executive Order S-1-07 was issued in 2007 and proclaims that the transportation sector is the main source of GHG emissions in the State, since it generates more than 40 percent of the State's GHG emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in the State by at least ten percent by 2020. This Order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32.

On April 23, 2009, CARB approved the proposed regulation to implement the low carbon fuel standard. The low carbon fuel standard is anticipated to reduce GHG emissions by about 16 million metric tons (MMT) per year by 2020. The low carbon fuel standard is designed to provide a framework that uses market mechanisms to spur the steady introduction of lower carbon fuels. The framework establishes performance standards that fuel producers and importers must meet each year beginning in 2011. Separate standards are established for gasoline and diesel fuels and the alternative fuels that can replace each. The standards are "back-loaded," with more reductions required in the last five years, than the first five years. This schedule

allows for the development of advanced fuels that are lower in carbon than today's fuels and the market penetration of plug- in hybrid electric vehicles, battery electric vehicles, fuel cell vehicles, and flexible fuel vehicles. It is anticipated that compliance with the low carbon fuel standard will be based on a combination of both lower carbon fuels and more efficient vehicles.

Reformulated gasoline mixed with corn-derived ethanol at ten percent by volume and low sulfur diesel fuel represent the baseline fuels. Lower carbon fuels may be ethanol, biodiesel, renewable diesel, or blends of these fuels with gasoline or diesel as appropriate. Compressed natural gas and liquefied natural gas also may be low carbon fuels. Hydrogen and electricity, when used in fuel cells or electric vehicles are also considered as low carbon fuels for the low carbon fuel standard.

SB 97. Senate Bill 97 (SB 97) was adopted August 2007 and acknowledges that climate change is a prominent environmental issue that requires analysis under CEQA. SB 97 directed the Governor's Office of Planning and Research (OPR), which is part of the State Resource Agency, to prepare, develop, and transmit to CARB guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions, as required by CEQA, by July 1, 2009. The Resources Agency was required to certify and adopt those guidelines by January 1, 2010.

Pursuant to the requirements of SB 97 as stated above, on December 30, 2009 the Natural Resources Agency adopted amendments to the CEQA guidelines that address GHG emissions. The CEQA Guidelines Amendments changed 14 sections of the CEQA Guidelines and incorporate GHG language throughout the Guidelines. However, no GHG emissions thresholds of significance are provided and no specific mitigation measures are identified. The GHG emission reduction amendments went into effect on March 18, 2010 and are summarized below:

- Climate action plans and other greenhouse gas reduction plans can be used to determine whether a project has significant impacts, based upon its compliance with the plan.
- Local governments are encouraged to quantify the greenhouse gas emissions of proposed projects, noting that they have the freedom to select the models and methodologies that best meet their needs and circumstances. The section also recommends consideration of several qualitative factors that may be used in the determination of significance, such as the extent to which the given project complies with state, regional, or local GHG reduction plans and policies. OPR does not set or dictate specific thresholds of significance. Consistent with existing CEQA Guidelines, OPR encourages local governments to develop and publish their own thresholds of significance for GHG impacts assessment.
- When creating their own thresholds of significance, local governments may consider the thresholds of significance adopted or recommended by other public agencies, or recommended by experts.
- New amendments include guidelines for determining methods to mitigate the effects of greenhouse gas emissions in Appendix F of the CEQA Guidelines.
- OPR is clear to state that "to qualify as mitigation, specific measures from an existing plan must be identified and incorporated into the project; general compliance with a plan, by itself, is not mitigation."
- OPR's emphasizes the advantages of analyzing GHG impacts on an institutional, programmatic level. OPR therefore approves tiering of environmental analyses and highlights some benefits of such an approach.
- Environmental impact reports (EIRs) must specifically consider a project's energy use and energy efficiency potential.

AB 32**.** The California State Legislature enacted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires that greenhouse gases emitted in California be reduced to 1990 levels by the year 2020. "Greenhouse gases" as defined under AB 32 include carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. ARB is the state agency charged with monitoring and regulating sources of greenhouse gases. AB 32 states the following:

Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

The ARB Board approved the 1990 greenhouse gas emissions level of 427 million metric tons of carbon dioxide equivalent ($MTCO_2e$) on December 6, 2007 (CARB 2007). Therefore, emissions generated in California in 2020 are required to be equal to or less than 427 million $MTCO_2e$. Emissions in 2020 in a "business as usual" scenario are estimated to be 596 million $MTCO_2e$.

Under AB 32, the ARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Discrete early action measures are currently underway or are enforceable by January 1, 2010. The ARB has 44 early action measures that apply to the transportation, commercial, forestry, agriculture, cement, oil and gas, fire suppression, fuels, education, energy efficiency, electricity, and waste sectors. Of these early action measures, nine are considered discrete early action measures, as they are regulatory and enforceable by January 1, 2010. The ARB estimates that the 44 recommendations are expected to result in reductions of at least 42 million $MTCO_2e$ by 2020, representing approximately 25 percent of the 2020 target.

The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 (CARB 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, Including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long- term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be subject to the cap-and-trade emissions caps and requirements are provided as a margin of safety by accounting for additional greenhouse gas emission reductions.

The 2022 Scoping Plan was adopted by CARB in November 2022 and expands upon earlier plans with a target of reducing GHG emissions to 85 percent below 1990 levels by 2045.

Senate Bill 100**.** Senate Bill 100 (SB 100) requires 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 was adopted September 2018.

The interim thresholds from prior Senate Bills and Executive Orders would also remain in effect. These include Senate Bill 1078 (SB 1078), which requires retail sellers of electricity, including investor-owned utilities and community choice aggregators, to provide at least 20 percent of their supply from renewable sources by 2017. Senate Bill 107 (SB 107) which changed the target date to 2010. Executive Order S-14-08, which was signed on November 2008 and expanded the State's Renewable Energy Standard to 33 percent renewable energy by 2020. Executive Order S-21-09 directed the CARB to adopt regulations by July 31, 2010 to enforce S-14-08. Senate Bill X1-2 codifies the 33 percent renewable energy requirement by 2020.

SB 375**.** Senate Bill 375 (SB 375) was adopted September 2008 and aligns regional transportation planning efforts, regional GHG emission reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPO) to adopt a Sustainable Communities Strategy (SCS) or Alternate Planning Strategy (APS) that will prescribe land use allocation in that MPOs Regional Transportation Plan (RTP). CARB, in consultation with each MPO, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's Sustainable Communities Strategy or Alternate Planning Strategy for consistency with its assigned targets.

The Proposed Project is located within the Southern California Association of Governments (SCAG), which has authority to develop the SCS or APS. For the SCAG region, the targets set by CARB are at eight percent below 2005 per capita GHG emissions levels by 2020 and 13 percent below 2005 per capita GHG emissions levels by 2035. On April 4, 2024, SCAG adopted the 2024-2050 RTP/SCS, which meets the CARB emission reduction requirements.

City and County land use policies, including General Plans, are not required to be consistent with the RTP and associated SCS or APS. However, new provisions of CEQA would incentivize, through streamlining and other provisions, qualified projects that are consistent with an approved SCS or APS and categorized as "transit priority projects."

Assembly Bill 939 and Senate Bill 1374**.** Assembly Bill 939 (AB 939) requires that each jurisdiction in California to divert at least 50 percent of its waste away from landfills, whether through waste reduction, recycling or other means. Senate Bill 1374 (SB 1374) requires the California Integrated Waste Management Board to adopt a model ordinance by March 1, 2004 suitable for adoption by any local agency to require 50 to 75 percent diversion of construction and demolition of waste materials from landfills.

Executive Order S-13-08**.** Executive Order S-13-08 indicates that "climate change in California during the next century is expected to shift precipitation patterns, accelerate sea level rise and increase temperatures, thereby posing a serious threat to California's economy, to the health and welfare of its population and to its natural resources." Pursuant to the requirements in the order, the 2009 California Climate Adaptation Strategy (California Natural Resource Agency 2009) was adopted, which is the "… first statewide, multi-sector, region-specific, and information-based climate change in California, identifying and exploring strategies to adapt to climate change, and specifying a direction for future research.

Executive Order B-30-15**.** Executive Order B-30-15, establishing a new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030, was signed by Governor Brown in April 2015.

Executive Order B-29-15**.** Executive Order B-29-15, mandates a statewide 25 percent reduction in potable water usage and was signed into law on April 1, 2015.

Executive Order B-37-16. Executive Order B-37-16, continuing the State's adopted water reduction, was signed into law on May 9, 2016. The water reduction builds off the mandatory 25 percent reduction called for in EO B-29-15.

Regional

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

- The purpose of Rule 2700 is to define terms and post global warming potentials.
- The purpose of Rule 2701, SoCal Climate Solutions Exchange, is to establish a voluntary program to encourage, quantify, and certify voluntary, high quality certified greenhouse gas emission reductions in the SCAQMD.
- Rule 2702, Greenhouse Gas Reduction Program, was adopted on February 6, 2009. The purpose of this rule is to create a Greenhouse Gas Reduction Program for greenhouse gas emission reductions in the SCAQMD. The SCAQMD will fund projects through contracts in response to requests for proposals or purchase reductions from other parties.

SCAQMD Threshold Development

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO_2e per year for stationary/industrial sources and 3,000 metric tons of CO_2e per year significance threshold for residential/commercial projects. Tier 3 is anticipated to be the primary tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-precent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

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

- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant:
    - All land use types: 3,000 $MTCO_2e$ per year
    - Based on land use types: residential is 3,500 $MTCO_2e$ per year; commercial is 1,400 $MTCO_2e$ per year; mixed use is 3,000 $MTCO_2e$ per year; and industrial is 10,000 $MTCO_2e$ per year
- Tier 4 has the following options:
    - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined
    - Option 2: Early implementation of applicable AB 32 Scoping Plan measures
    - Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 $MTCO_2e$/SP/year for projects and 6.6 $MTCO_2e$/SP/year for plans;
    - Option 3, 2035 target: 3.0 $MTCO_2e$/SP/year for projects and 4.1 $MTCO_2e$/SP/year for plans
- Tier 5 involves mitigation offsets to achieve target significance threshold.

WRCOG Subregional Climate Action Plan

The City of San Jacinto is part of the Western Riverside Council of Government (WRCOG). The WRCOG adopted the WRCOG Subregional Climate Action Plan (CAP) in September 2014. Twelve cities in the subregion joined efforts to develop the Subregional CAP, which set forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with California's Global Warming Solutions Act of 2006 (AB 32). The CAP consists of an emissions reduction target of 15 percent below 2010 levels by 2020, and 49 percent below 2010 levels by 2035. As indicated in the CAP the emission reduction target of 15 percent from 2010 levels equates to a GHG emissions reduction of nearly 2,330,647 metric tons below business-as-usual (BAU) conditions by 2020. In order to reach these goals, the CAP provides feasible strategies, while affording its communities other economic and environmental benefits.

Therefore, to determine whether the Project's GHG emissions are significant, this analysis uses the WRCOG CAP.

The Project will be subject to the latest requirements of the California Green Building and Title 24 Energy Efficiency Standards (currently 2022) which would reduce project-related greenhouse gas emissions.

Significance Criteria

To determine if a project would have a significant impact on greenhouse gases, the type, level, and impact of emissions generated by the project must be evaluated. The following greenhouse gas significance thresholds are contained in Appendix G of the CEQA Guidelines, and a significant impact would occur if the project would:

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

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

However, despite this, currently neither the CEQA statutes, the OPR guidelines, nor the draft proposed changes to the CEQA Guidelines prescribe thresholds of significance or a particular methodology for performing an impact analysis; as with most environmental topics, significance criteria are left to the judgment and discretion of the Lead Agency. The SCAQMD has adopted draft interim thresholds. The Project was compared to the Tier 4 per service population threshold, interpolated for opening year 2027 at 3.96 $MTCO_2e$ per year per service population. The Project was also compared to the goals of the WRCOG CAP for this analysis.

4.8.3 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
GREENHOUSE GAS EMISSIONS: Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

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

Construction GHG Impact

Less Than Significant Impact. The greenhouse gas emissions from Project construction equipment and worker vehicles are shown in **Table 21: *Construction Greenhouse Gas Emissions***. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 97.95 metric tons of CO_2e per year. Annual CalEEMod output calculations are provided in **Appendix A-1**.

Table 21: Construction Greenhouse Gas Emissions

Activity	Emissions ($MTCO_2e$)[1]		
	Onsite	Offsite	Total
Demolition	46.80	13.52	60.32
Site Preparation	96.40	4.23	100.63
Grading	330.00	1,050.30	1,380.30
Building Construction	545.00	765.30	1,310.30
Paving	51.60	22.32	73.92
Coating	3.39	9.74	13.13
Total	1,073.19	1,865.41	2,938.60
Averaged over 30 years[2]	35.77	62.18	97.95

Notes:

1. $MTCO_2e$=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane and nitrous oxide).
2. The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD.

* CalEEMod output (Appendix A)

Operational GHG Impact

Operational emissions occur over the life of the Proposed Project. The operational emissions for the Project are 5,354 metric tons of CO2e per year or 3.957 metric tons of CO2e per service population as shown in **Table 22: *Opening Year Unmitigated Project-Related Greenhouse Gas Emissions***. The Project would be below the 2027 interpolated SCAQMD threshold of 3.96 metric tons of CO2e per service population, and therefore the Project would have a less than significant impact.

Table 22: Opening Year Unmitigated Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]						
	Bio-CO2	**Non Bio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**R**	**CO_2e**
Area Sources[2]	0.00	7.21	7.21	0.00	0.00	0.00	7.23
Energy Usage[3]	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile Sources[4]	0.00	4,873.00	4,873.00	0.21	0.23	6.35	4,954.00
Solid Waste[5]	34.20	0.00	34.20	3.42	0.00	0.00	120.00
Water[6]	5.41	150.00	155.41	0.56	0.01	0.00	174.00
Refrigeration	0.00	0.00	0.00	0.00	0.00	0.97	0.97
Construction[7]	0.00	95.24	95.24	0.00	0.01	0.07	97.95
Total Emissions	39.61	5,124.01	5,163.62	4.19	0.25	7.39	5,354.15
Service Population							1,353
Total Emissions per Service Population (MTCO2e/yr/SP)							3.957
2027 Interpolated SCAQMD Threshold (MTCO2e/yr/SP)							3.960
Exceeds Threshold?							No

Notes:
1 Source: CalEEMod Version 2022.1.1.22
2 Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
3 Energy usage consist of GHG emissions from electricity and natural gas usage.
4 Mobile sources consist of GHG emissions from vehicles.
5 Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
6 Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
7 Construction GHG emissions based on a 30-year amortization rate.

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

Less Than Significant Impact. The proposed Project would have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. The City of San Jacinto is participating the WRCOG Subregional Climate Action Plan. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.

As shown in **Table 23: *Applicable WRCPG Subregional CAP Local Reduction Measure Project Comparison***, below, the Project is consistent with applicable local reduction measures identified in the WRCOG Subregional CAP and would result in a less than significant impact.

Table 23: Applicable WRCPG Subregional CAP Local Reduction Measure Project Comparison

WRCOG Local Reduction Measure	Measure Description	Project Compliance with Measure
E-1: Energy Action Plan	Improve municipal and community wide energy efficiency and reduce energy consumption through the adoption of local Energy Action Plans (EAP).	Not directly applicable to the Proposed Project; however, the Proposed Project will be compliant with the current Title 24 standards, including solar PV installations.
E-3: Shade Trees	Strategically plant trees to reduce the urban heat island effect.	The Proposed Project is to include trees per City requirements for new developments.
T-2: Bicycle Parking	Provide additional options for bicycle parking.	The Proposed Project will follow City requirements for bicycle parking.
T-8: Density	Improve jobs-housing balance and reduce vehicle miles traveled by increasing household and employment densities.	The Proposed Project is residential and located within 0.5 miles of a multiple schools and commercial uses.
T-10: Design/Site Planning	Design neighborhoods and sites to reduce VMT.	The Proposed Project is residential and located within 0.5 miles of a multiple schools and commercial uses.
T-14: Voluntary Transportation Demand Management	Reduce demand for roadway travel through incentives for alternative modes of transportation and disincentives for driving	The Proposed Project is residential and located within 0.5 mile of a multiple schools and commercial uses.
SW-1: Yard Waste Collection	Provide green waste collection bins community-wide.	The Proposed Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
SW-2: Food Scrap and Paper Division	Divert food and paper waste from landfills by implementing collection system.	The Proposed Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

Source: Appendix A-1

CARB Scoping Plan Consistency

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health" (CARB 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. On a per-capita basis, that means reducing annual emissions of 14 tons of carbon dioxide for every man, woman and child in California down to about 10 tons per person by 2020.

In May 2014, CARB released its First Update to the Climate Change Scoping Plan (CARB 2014). This Update identifies the next steps for California's leadership on climate change. While California

continues on its path to meet the near-term 2020 greenhouse gas limit, it must also set a clear path toward long-term, deep GHG emission reductions. This report highlights California's success to date in reducing its GHG emissions and lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050.

In November 2017, CARB release the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. In addition, Chapter 4 provides a broader description of the many actions and proposals being explored across the sectors, including the natural resources sector, to achieve the State's mid and long-term climate goals.

Guided by legislative direction, the actions identified in the 2017 Scoping Plan reduce overall GHG emissions in California and deliver policy signals that will continue to drive investment and certainty in a low carbon economy. The 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and Trade Program, which constrains and reduces emissions at covered sources.

As the latest, 2022 Scoping Plan builds upon previous versions, project consistency with applicable strategies of both the 2008 and 2017 Plan are assessed in Table 24. As shown in **Table 24: *Project Consistency with CARB Scoping Plan Policies and Measures***, the Project is consistent with the applicable strategies and would result in a less than significant impact.

Therefore, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the Project will also comply with applicable Green Building Standards and City of San Jacinto's policies regarding sustainability (as dictated by the City's General Plan). With incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, impacts are considered to be less than significant, further analysis is not warranted.

Table 24: Project Consistency with CARB Scoping Plan Policies and Measures

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards would comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	**Consistent.** The Project would be compliant with the current Title 24 standards.

Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are **required** to comply with the standards would comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards would comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards would comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	**Consistent.** The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project would be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	**Consistent.** CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the Project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	**Consistent.** The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The Proposed Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	**Consistent.** The Project would comply with all applicable City ordinances and CAL Green requirements.
2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light- duty electric vehicles by 2030.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero- emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.

Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3-7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	**Consistent.** These are CARB enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	**Consistent.** The Project will be compliant with the current Title 24 standards.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	**Consistent.** The Project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.

Source: Appendix A-1

The Project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment and would be consistent with the GHG reduction policies adopted in the WRCOG CAP and consequently would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. The impact would be less than significant, and no mitigation is required.

4.8.4 Mitigation Measures

No mitigation measures associated with impacts to Greenhouse Gas apply to the Proposed Project.

4.8.5 Conclusion

Potential impacts of the Proposed Project associated with Greenhouse Gas Emissions would be less than significant, and no mitigation would be required.

4.9 Hazards and Hazardous Materials

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and from the Project-specific Phase I Environmental Site Assessment (Phase I ESA) prepared by Partner Engineering and Science Inc., dated September 30, 2024 and included as **Appendix E**.

4.9.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
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?		X		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
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 or excessive noise to the public or the environment?				X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

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

Less than Significant Impact. Demolition and construction activities for the proposed Project would involve the use of chemical substances such as solvents, paints, fuel for equipment, and other potentially hazardous materials. Hazards to the environment or the public would typically occur with the transport, use, storage, or disposal of hazardous materials. Demolition and construction activities would be relatively short-term and the transport, use, and disposal of hazardous materials as part of

these activities would utilize small quantities and be temporary. The contractor would be required to comply with existing regulations for the transport, use, storage, and disposal of hazardous materials to prevent public safety hazards. These regulations include the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, California Hazardous Waste Control Act, and California Accidental Release Prevention Program, among others.

Long-term Project operation is not expected to involve the routine transport, use, or disposal of hazardous materials in quantities or conditions that would pose a hazard to public health and safety or the environment. No industrial uses or facilities are proposed that might be associated with such routine use, transport, or disposal of such materials. Proposed residential operations would involve the use of cleaning products and occasional use of pesticides and herbicides for landscape maintenance. These materials are common for general maintenance and would not be stored in large quantities that pose a significant health hazard to the public or environment. Therefore, potential impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant With Mitigation Incorporated. As discussed in the Phase I ESA, review of historic sources indicates the site has been used for agricultural purposes since the early 1930s. The Proposed Project Site was initially developed with an ostrich farm and residence which operated as such until the 1940s. The Proposed Project Site was occupied by a cattle ranch between the 1940s until 1976 when Chacon Farms purchased the Proposed Project Site. Operations at Chacon Farms included cattle farming; cultivation of onions, hay, banana squash, carrots, and potatoes; and onion processing and packaging. Formal operation of Chacon Farms concluded in circa 1995 and the agricultural portion of the Proposed Project Site has been leased to various tenant farmers since then and up to the present. Bruno Ranches is the current tenant farmer leasing the agricultural portion of the Proposed Project Site, which cultivates a "Roundup ready" strain of alfalfa not requiring application of pesticides **Appendix E**).

The objective of a Phase I ESA is to identify the presence of Recognized Environmental Conditions (RECs), defined by the American Society for Testing and Materials as: The presence or likely presence of any hazardous substances or petroleum products in, on, or at a property 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; or 3) under conditions which pose a material threat of future release to the environment. As stated above, agricultural chemicals such as pesticides and fertilizers have likely been applied to crops grown on the Proposed Project Site. However, the Phase I ESA does not consider the legal application of agricultural chemicals as an REC, since agricultural chemicals in use today are typically regulated by State or local agencies and experience with surface soil sampling and analysis from properties with similar agricultural histories has typically revealed non-detectable or very low concentrations of environmentally persistent agricultural chemicals. In addition, the Phase I ESA notes that no specific areas of concern (e.g. product mishandling, releases, spills, incidents, etc.) related to agricultural chemical storage and use at the Proposed Project Site were identified. Based on the continued use of the Proposed Project Site for agricultural purposes and the absence of specific areas of concern associated with agricultural chemical storage and use, the current and historical agricultural use of the Proposed Project Site is not expected to represent a significant environmental concern (**Appendix E**).

During site reconnaissance, hydraulic oil, propane, and gasoline tanks were found on-site. However, the materials were found to be properly labeled and stored with no signs of leaks, stains, or spills. Based on the nature of use and overall small quantities and lack of violations on-file with the local health department, these materials are not expected to represent a significant environmental concern. Three 250-gallon diesel aboveground storage tanks (ASTs) were also observed stored atop a truck bed

parked east of the barns. The ASTs were not in use and do not appear to have been used in the last decade or more. No evidence of leakage, surface staining, or petroleum hydrocarbon odors was identified in the area of the ASTs. Based on the absence of evidence of a release, the presence of the ASTs on the Proposed Project Site is not expected to represent a significant environmental concern at this time.

Due to the age of the residential building on-site, which was constructed in 1946, there is potential for Asbestos-Containing Materials (ACMs) and Lead Based Paint to be present. Interior and exterior painted surfaces were observed in good condition and therefore not expected to represent a hazard. As such, the Project would implement **Mitigation Measure HAZ-1**, which would require a comprehensive survey prior to the disturbance of any suspect ACMs to determine if the subject materials are regulated. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted further.

Additionally, due to the historical presence of cattle farming on-site, the Project would be required to conduct methane testing prior to the issuance of building permits to reduce concentration of methane to an acceptable level if found on-site. Therefore, with implementation of **Mitigation Measure HAZ-2**, the Project would result in less than significant impacts related to methane.

Overall, the Phase I ESA did not identify evidence of RECs, Controlled Recognized Environmental Conditions (CRECs) or Historical Recognized Environmental Conditions (HRECs) at the Proposed Project Site. With implementation of Mitigation Measure HAZ-1 and Mitigation Measure HAZ-2, Project impacts related to creation of a significant hazard to the public involving release of hazards into the environment would be less than significant.

c) *Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact. The nearest school to the Proposed Project Site is Tahquitz High School, located approximately 0.27 mile south of the most southern Project boundary. As stated above, hazardous materials used during temporary construction activities and residential occupation would be common in type and of low-concentration properties. Therefore, the potential impacts associated with the transport and use of hazardous materials during construction and operations would be less than significant, and no mitigation is required.

D) *Would the project 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?*

No Impact. Government Code Section §65962.5(a)(1) requires that Department of Toxic Substance Control (DTSC) "shall compile and update as appropriate, but at least annually, and shall submit to the Secretary for Environmental Protection, a list of all the following: (1) all hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code ("HSC")." The hazardous waste facilities identified in HSC Section 25187.5 are those where DTSC has taken or contracted for corrective action because a facility owner/operator has failed to comply with a date for taking corrective action in an order issued under HSC Section 25187, or because DTSC determined that immediate corrective action was necessary to abate an imminent or substantial endangerment. This is known as the "Cortese List." This is a very small and specific subgroup of facilities and they are not separately posted on the DTSC or Cal/EPA's website. The following databases that meet the "Cortese List" requirements were reviewed for this Project.

Envirostore Database. There are no sites listed in the Envirostore Database within 1,000 feet of the Proposed Project Site.

Geotracker Database. Geotracker is the SWRCB's database that manages potential hazardous sites to groundwater. There are no sites listed in the Geotracker Database within 1,000 feet of the Proposed Project Site.

There are no sites within or near the Proposed Project Site identified on the Hazardous Waste and Substances List (also called the Cortese List) compiled by the California Environmental Protection Agency pursuant to Section 65962.5 of the California Government Code. There would be no impact related to identification on the Cortese List such that a significant hazard to the public or the environment would occur during construction or operation of the Project. No impacts related to known hazardous materials sites would occur, and no mitigation is required.

e) For a project located within an airport land use plan or, where such a plan had not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The Proposed Project Site is not located within an adopted Airport Land Use Plan or in the vicinity of a private airstrip, heliport, or helistop. The nearest airport is the Hemet-Ryan Airport, located approximately 2.5 miles south of the Proposed Project Site. The Project would be located outside the airport influence area and would not expose additional people to safety hazards related to airport operations. Implementation of the proposed Project would not impact the airport facilities or their operation; no mitigation would be required.

f) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. According to the City General Plan Public Safety Element, the City supports a high level of multi-jurisdictional cooperation and communication for emergency planning and response management. Major arterials serve as the primary routes for evacuation; however, evacuation routes will depend upon the emergency event and area affected. Law enforcement would identify the appropriate routes and assist residents leaving the City in the event an evacuation of all or part of the City is required (San Jacinto 2022a). In addition, the City prepared an analysis, referred to as a White Paper, consistent with Senate Bill 99 to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. According to the White Paper, the Arterials within the Project area include Cawston Avenue, Esplanade Avenue, and Seventh Street. The Proposed Project Site is located within an area identified as one exit point directly onto a single arterial[4].

During construction activities, the Project may temporarily alter traffic patterns along Cawston Avenue, Esplanade Avenue, and Seventh Street during construction. However, the Project would not completely close the aforementioned streets at any point. The Project would comply with all conditions set forth in the required Project-specific Traffic Control Plan (TCP), which would be reviewed and approved by the City prior to initiation of construction activities. Therefore, with implementation of the required TCP, the temporary closure of a few lanes along Cawston Avenue, Esplanade Avenue, and Seventh Street would not result in a significant interference of emergency access during construction. It is important to note that the Project would be subject to review by the Building Division and Riverside County Fire Department to ensure compliance with building and fire codes. The Project would not work within the public right-of-way without undergoing proper review through the Engineering department, which would require an Encroachment Permit. Therefore, the Project would have less than significant impacts regarding interference with emergency response or evacuation plans during construction, and no mitigation is required.

4 2022c (July). Public Review Draft Environmental Impact Report for the San Jacinto General Plan Update. San Jacinto, CA: City of. https://drive.google.com/file/d/12Vj9c-gjvsqypdwprdq_9OCvIt8OCksM/view?pli=1.

In the long-term, the Project would continue to provide access from Cawston Avenue, Seventh Street, and West Esplanade Avenue The proposed internal street system is primarily comprised of the main north/south road running through the center of the site, local roads, and alleys, as shown in **Appendix I**, Sheets 2 through 4. No unusual circumstances are present or proposed for permanent occupation of the Proposed Project Site that are anticipated to conflict with the City's Public Safety Element. In the event evacuation is required, law enforcement would identify and direct traffic to designated emergency evacuation routes. Residents of the Project would be expected to comply with the City's emergency response plans. Therefore, the Project would have less than significant impacts regarding interference with emergency response or evacuation plans during construction and operation, and no mitigation is required.

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

No Impact. The Proposed Project Site is not located within a Fire Hazard Severity Zone (FHSZ) in a State Responsibility Area (SRA) (CAL FIRE 2023) or within a Very High Fire Hazard Severity Zone (VHFHSZ) in a Local Responsibility Area (LRA)[5]. The Proposed Project Site is also located within a relatively flat area of the City, surrounded by a mix of residential and rural residential development. The Project would also be required to adhere to construction provisions as provided in the SJMC, the CBC and California Fire Code. Implementation of the Project would not expose people or structures directly or indirectly to a significant risk of loss or death associated wildland fires. Therefore, risk of exposure is considered negligible, and no impacts are anticipated. No mitigation is required.

4.9.2 Mitigation Measures

HAZ-1 Prior to the disturbance of any suspect Asbestos Containing Materials (ACMs) during construction or demolition activities at the Proposed Project Site, a comprehensive survey shall be required to sample materials on-site and confirm the presence or absence of ACMs. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor shall be consulted further.

HAZ-2 Prior to the issuance of building permits, methane testing shall be conducted by a licensed engineer, geologist, or registered environmental assessor, and as necessary, shall include measures to reduce concentrations of methane to an acceptable level.

4.9.3 Conclusion

Implementation of **Mitigation Measures HAZ-1** and **HAZ-2**, would reduce potential impacts of the Proposed Project associated with Hazards and Hazardous Materials to less than significant.

5 Fire Hazard Severity Zones Viewer. Sacramento, CA: CAL FIRE. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008, accessed November 10, 2024.

4.10 Hydrology and Water Quality

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and from the Project-specific Preliminary Hydrology Study (**Appendix F-1 - *Preliminary Hydrology Study for Tentative Tract 39076, Blaine A Womer Civil Engineering*, October 27, 2024, (Revised July 14, 2025)** as well as the Project-specific Water Quality Management Plan (WQMP) (**Appendix F-2** - ***Project Specific Water Quality Management Plan, Blaine Womer Civil Engineering*** **October 30, 2024).**

4.10.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
HYDROLOGY AND WATER QUALITY: Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			X	
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:				
• result in substantial erosion or siltation onsite or offsite;			X	
• substantially increase the rate or amount of surface water runoff in a manner which would result in flooding on or offsite;			X	
• create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or			X	
•impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

Discussion

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

Less Than Significant Impact.

Construction

During construction, the Project has the potential to result in short-term construction impacts to surface water quality from demolition, grading, and construction-related activities. Stormwater runoff from the construction site could contain loose soils, organic matter, and sediments. Spills or leaks from heavy equipment and machinery, such as fuel, oil, and grease, and heavy metals, could also enter the runoff. Building construction would involve the use of hazardous materials (e.g., paints, solvents, cleansers) that, if not properly handled, may enter the stormwater runoff. The Clean Water Act establishes a framework for regulating potential water quality impacts from construction activities, as well as new development and major redevelopment, through the NPDES program. Construction activities that disturb one acre or more of land are required to obtain an NPDES permit or coverage under the NPDES Construction General Permit, which requires the development and implementation of an SWPPP. The SWPPP would identify BMPs to minimize degraded surface water runoff impacts, such as provision of sandbags/silt fencing for sediment control, vehicle and equipment washing for non-storm water discharge control, and site watering for dust/erosion control. The Project would be required to comply with the NPDES short-term regulatory requirements, including preparation of a SWPPP and implementation of BMPs, which would reduce potential short-term construction related impacts to water quality to less than significant. No mitigation would be required.

Operations

Stormwater pollutants generated by Project operation would include sediment; trash and debris; oil and grease; bacterial indicators; nutrients; and pesticides, which may originate from landscaped areas, drive aisles, parking areas, and outdoor residential activities. In accordance with the NPDES program, a Project-specific Preliminary WQMP (included as **Appendix F-2**) has been prepared for the Project in compliance with the City of San Jacinto Ordinance 13.44.

The proposed impervious area, post-development, will be 1,719,665 SF. The impervious areas consist of roofs, asphalt, concrete, concrete sidewalks, and driveways. The natural drainage pattern for the property is northwest. Project grading has been primarily designed to honor the natural drainage pattern. Individual lots will drain via vegetated swales to the transferring streets. Street drainage is directed to three onsite bioretention basins for treatment.

The Proposed Project Site will be developed with associated improvements, including improved streets and graded slopes. The runoff from the developed condition would be collected into an on-site storm drain system, which includes three bioretention water quality basins and flows to a larger stormwater retention basin located in the northwest corner of the Proposed Project Site. The larger stormwater basin also includes a bioretention water quality basin as well. A submerged pump would be installed at the north side of the basin to send the treated stormwater into Cawston Avenue where water would be conveyed west and off-site and continue down Seventh Street via roadside swale or gutter flow and into the existing City stormwater system, as under existing conditions.

The Project-specific Preliminary WQMP is subject to City review and approval prior to construction and operation of the Project; therefore, with the implementation of the biotreatment BMPs, the Project would not result in significant soil, surface water, or groundwater contamination. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede

sustainable groundwater management of the basin. The Proposed Project would not utilize any wells for domestic water, nor does the Project propose to drill any wells to supply water to the Project. All of the Project's stormwater would infiltrate into the groundwater basin, which would serve to enhance the basin's supply.

The Eastern Municipal Water District (EMWD), the Project's water supplier, receives its supply from recycled water, potable groundwater, and desalinated groundwater. EMWD has groundwater wells in two groundwater management areas and works with other stakeholders to protect the quality and integrity of the groundwater basins. EMWD receives imported water from the Metropolitan Water District of Southern California (Metropolitan). About half of the water used in EMWD's service area is imported by Metropolitan. Through the implementation of local supply projects and increased water use efficiency, EMWD has been able to maintain a balance of local and imported water even as new connections have been added.[6]

The EMWD's 2020 Urban Water Management Plan (UWMP) identifies sufficient water resources to meet demand in its service area. The total retail water supply for EMWD in 2020 for retail customers, was 124,314 acre- feet per year (AFY) inclusive of both potable and recycled water, while the demand for both potable and recycled water was 115,916 AFY. According to EMWD, single-family uses accounted for 61.6% of the overall potable water demand in 2020, equal to 52,162 AFY. EMWD served a population of 603,950 persons in 2015, given that the average household size in the City of San Jacinto is 3.45 persons (according to the EMWD UWMP which utilized SCAG 2020 Local Profile for the City of San Jacinto), the Proposed Project is anticipated to house a population of approximately 1,445 persons. According to EMWD's UWMP, EMWD's actual 2020 per capita use is 125 gallons per capita per day (GPCD). Based on the above, the population generated by the Proposed Project would demand 180,625 gallons per day (GPD)(419 x 125 = 180,625 GPD per person) equal to approximately 202 AFY of water from EMWD. Based on the projected water demand for single-family residential units within EMWD's retail service area in 2025 at 8,500 AFY, and in 2045 at 10,600 AFY, it is anticipated that the 202 AFY demand by the Proposed Project can be accommodated into the future, particularly given that the overall available total gross water use is anticipated to be 145,930 AFY in 2025, and 187,100 AFY in 2045. The anticipated available water supply within EMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that EMWD has available capacity to serve the Proposed Project without significant adverse impacts on area groundwater basins.

Additionally, compliance with Title 24, residences are expected to use less water than existing properties due to the mandated use of high efficiency plumbing fixtures under the CalGreen building standards.

Sustainable Groundwater Plan Compliance

The objective of the Sustainable Groundwater Management Act (SGMA) is sustainable groundwater management in a manner that prevents significant and unreasonable impacts to groundwater basins in California. Under SGMA, each high and medium priority basin, as identified by the California Department of Water Resources (DWR), is required to have a Groundwater Sustainability Agency (GSA) that will be responsible for groundwater management and development of a Groundwater Sustainability Plan (GSP). The EMWD Board of Directors is the GSA for the West San Jacinto Groundwater Basin and is responsible for development and implementation of a GSP.

The San Jacinto Groundwater Basin (Basin) is the source of groundwater production for EMWD and several other water purveyors. EMWD has been actively managing the Basin as part of a voluntary Assembly Bill 3030 effort passed in 1992. EMWD adopted the West San Jacinto Groundwater Basin

[6] Eastern Municipal Water District, 2020 Urban Water Management Plan, July 1, 2023.

Management Plan in 1995. Subsequently, EMWD's Board of Directors became the exclusive GSA for the western portion of the San Jacinto Groundwater Basin (West San Jacinto GSA) on April 24, 2017.

The San Jacinto Groundwater Basin is deemed a high priority basin, but not critically overdrafted, by DWR, and the GSA was required to develop by 2022 and implement by 2042 a Groundwater Sustainability Plan (GSP).

The GSP was approved by DWR in 2023. The GSP documents basin conditions and ongoing basin management practices to maintain sustainability.

Therefore, the Proposed Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. As such, the impacts are less than significant, and no mitigation is required.

b) Would the project 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:

- *result in substantial erosion or siltation onsite or offsite;*

  Less Than Significant Impact. As indicated above, the Project would be required to comply with all BMPs as outlined in the WQMP, which was prepared in compliance with the NPDES program. Compliance with the WQMP would provide erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities. With compliance with the required WQMP and BMPs, construction-related erosion would be less than significant, and no mitigation is required.

  Additionally, the Project has been designed to maintain a similar drainage pattern on-site during Project operation and the increase in development would likewise increase the amount of impervious surface area and subsequently reduce the areas that would be subject to erosion or siltation. Pervious surface areas would be landscaped. As such, the Project would not result in substantial erosion or siltation during construction or operations. Impacts related to erosion would be less than significant, and no mitigation is required.

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

- *create or contribute to runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or*

  Less Than Significant Impact.

The development of the Project site will result in an increased area of impervious surfaces, including roofs, asphalt, concrete, sidewalks, and driveways. The property's natural drainage pattern directs flow toward the northwest, and this orientation has been incorporated into the project's grading design. Each lot will drain through vegetated swales to the adjacent streets. Stormwater from the streets will be conveyed to onsite bioretention basins for preliminary treatment. Should the volume of stormwater exceed basin capacity, excess runoff will be managed by an onsite storm drain system, which will divert additional flow to a retention basin located at the northwest corner of the property.

The stormwater retention basin described above has been designed to address the incremental increase in runoff volume resulting from development for the 100-year, 24-hour storm event. Any runoff exceeding the mitigation volume will be conveyed to Seventh Street via a curb outlet structure. Subsequently, the stormwater will travel approximately 1,786 feet west through a force main line to

an existing catch basin. The construction of the force main line will occur within the area designated for street improvements along Seventh Street, as established by Tract No. 32955 and addressed in the CEQA documentation approved for that project.

As such, the Project would not exceed the capacity of planned stormwater drainage and impacts would be less than significant. No mitigation is required.

- *impede or redirect flood flows?*

  Less Than Significant Impact. The Federal Emergency Management Agency (FEMA) has prepared flood insurance rate maps for use in administering the National Flood Insurance Program. According to the FEMA flood map, the Proposed Project Site is located in the Zone X, area of minimal flood hazard, located outside the 100-year and 500-year flood plains (Partner 2020). As stated above, stormwater runoff would be conveyed to the proposed storm drain system and flow towards the northwestern corner of the Proposed Project Site, similar to existing conditions. A stormwater detention basin would also be constructed to retain stormwater flows, which would reduce the potential for flooding to occur as a result of the Project. Additionally, the Project would implement all recommendations contained in the WQMP, including temporary and permanent erosion control BMPs. Thus, the Project would not impede or redirect flood flows. Project impacts would be less than significant, and no mitigation is required.

D) Would the project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

No Impact. A tsunami is a series of long period waves generated in the ocean by a sudden displacement of large volumes of water. Causes of tsunamis include underwater earthquakes, volcanic eruptions, or offshore slope failures. The primary cause for locally generated tsunamis offshore southern California is tectonic deformation from large seismic events. The Proposed Project Site is located approximately 40 miles from the nearest coastline, and at an elevation of more than 1,500 feet AMSL, the Project would have no impact associated with tsunamis. A seiche is a run-up of water within a lake or embayment triggered by fault- or landslide-induced ground displacement. The Proposed Project Site is not located adjacent to a body of water; therefore, the Project would have no impact associated with seiche. In addition, the Proposed Project Site is not located within an area mapped as a designated flood hazard zone as discussed previously and would not create a risk of pollutants due to inundation. Therefore, no impacts related to flood hazard, tsunami, and seiche are anticipated, and no mitigation is required.

e) Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Project Site is underlain by the San Jacinto Groundwater Basin (SJGB) within the Hemet-San Jacinto Watermaster Management Area, which consists of a Groundwater Sustainability Plan (GSP) developed by the EMWD in compliance with the Sustainable Groundwater Management Act. The purpose of the GSP is to define the groundwater conditions that will be used to ensure ongoing, long-term, sustainable management of the groundwater resources within the Plan Area. The groundwater resources of the SJGB support domestic, agricultural, municipal, industrial, and environmental uses. Long-term sustainable management includes maintaining sufficient groundwater in storage, protecting municipal and domestic supplies of fresh groundwater, avoiding subsidence related to groundwater production, and ensuring groundwater production does not result in significant and unreasonable loss of groundwater dependent ecosystems[7]. The proposed Project is consistent with

7 Groundwater Sustainability Plan, for the San Jacinto Groundwater Basin. Perris, CA: EMWD. https://sgma.water.ca.gov/portal/gsp/preview/71, accessed 11/10/24.

the City of San Jacinto General Plan with approval of the proposed General Plan Amendment, and the water demands for the Project are accounted for in the City Urban Water Management Plan (UWMP) which includes available groundwater supplies. As the Project would not involve direct or indirect withdrawals of groundwater, it would not deplete groundwater supplies or interfere substantially with groundwater recharge and would be consistent with the GSP. Therefore, the proposed Project would not conflict with the SJGB GSP.

In addition, the Project would not conflict or obstruct the County's NPDES program or the City's UWMP. The proposed Project would include an internal stormwater drainage system and detention basin and would not significantly alter drainage patterns on-site. The Project would additionally comply with the WQMP, which includes BMPs that are a part of the proposed Project design and work to ensure the reduction of pollutants from construction and operation activities entering surface waters. Therefore, potential impacts associated with the conflict or obstruction of implementing a water quality control plan or sustainable groundwater management plan would be less than significant, and no mitigation would be required.

4.10.2 Mitigation Measures

No mitigation measures associated with impacts to Hydrology and Water Quality apply to the Proposed Project.

4.10.3 Conclusion

Potential impacts of the Proposed Project associated with Hydrology and Water Quality would be less than significant, and no mitigation would be required.

4.11 Land Use and Planning

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document.

4.11.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?			X	
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?			X	

Discussion

a) Would the project physically divide an established community?

Less Than Significant Impact. One of the primary factors in considering division of an established community is whether the Project would create any physical barriers that change the connectivity between areas of an existing community. The Project vicinity is characterized by a mix of both non-urbanized and urbanized areas. Surrounding land uses include a mix of undeveloped, rural residential, low-density residential, and heavy agriculture uses. The Proposed Project Site is bound by West Seventh Street followed by a single-family residential development and Catalpa Park to the north; West Esplanade Avenue followed by GH Dairy and Ridgely Farms to the south; Cawston Avenue North followed by single-family residences and horse farms/ranches to the east; and mixed-use residential/commercial land to be built out related to the Esplanade Specific Plan to the west.

The Project would replace two existing residential units, which are associated with the existing on-site farm, and existing agricultural operations with the development of a 419-unit residential community. The community would be connected via an internal roadway network gaining access via Cawston Avenue, Seventh Street, and West Esplanade Avenue. Because the Proposed Project Site does not currently provide connectivity between adjacent uses, and on-site land uses would be demolished as part of the Project, development of the Proposed Project Site as a residential community would not divide an established community. Therefore, the Project would not divide an established community. Impacts would be less than significant, and no mitigation is required.

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

Less Than Significant Impact. The Project proposes to develop a residential community within the City of San Jacinto. Local plans and programs relevant to the Project and the consistency of the proposed Project with these plans and programs are discussed below.

San Jacinto General Plan

The City General Plan "Envision San Jacinto" provides the vision for how the City will evolve and reflect the community's objectives, including reflecting the current goals and vision expressed by City residents, businesses, decision-makers, and other stakeholders; protecting and enhancing San Jacinto's

unique history and character; promoting San Jacinto as a safe, vibrant, and family friendly community; proactively planning for and accommodate local and regional growth in a responsible manner; encouraging the revitalization of San Jacinto's Main Street and other community activity centers; allowing for a range of housing options; attracting and retaining businesses and industries that provide jobs for local residents; creating a more balanced jobs-housing ratio within the community; continuing to maintain and improve multimodal transportation opportunities; maintaining strong fiscal sustainability and continuing to provide efficient and adequate public services; addressing new requirements of State law; and addressing emerging transportation, housing, and employment trends[8]

The General Plan consists of seven elements, including Land Use, Economic Development, Mobility, Public Safety, Resource Management, Environmental Justice, and Housing Elements. An evaluation of the Project's consistency with applicable goals, policies, and actions of the Land Use Element is provided in following **Table 25: *General Plan Policy Consistency Analysis***.

Table 25: General Plan Policy Consistency Analysis

General Plan Goal	Consistency Analysis
Land Use Element	
Goal LU-2: Managed Growth. A City that manages and directs growth so that the community and its neighborhoods are protected and enhanced.	
Policy LU 2.1: Plan for New Development. Ensure that new development corresponds to the provision of infrastructure, public services and community facilities, and that new development funds and constructs its fair share of improvement in accordance with City requirements.	**Consistent**. The Project would include installation of on-site utilities and infrastructure to serve the needs of the Project and connect to existing utilities and infrastructure in the immediate vicinity. Additionally, the Project would contribute its fair share for two required traffic signals within the area, including approximately 17 percent of the Seventh Street/Lyon Avenue traffic signal cost and 11 percent of the Esplanade Avenue/Kirby Street traffic signal cost in accordance with City requirements.
Policy LU 2.2: Infill Development. Encourage new development to occur in infill locations in a balanced and efficient pattern that reduces sprawl, preserves open space, and creates convenient connections to other land uses and activity centers.	**Consistent**. The Project would replace agricultural uses and two associated residences with a planned community comprised of 419 residences and open space areas including four parks, and a landscaped detention basin. The Proposed Project Site is surrounded by other residential development, farms, and land associated with the Esplanade Specific Plan to be built-out. As such, the Project would not encourage sprawl and would be located adjacent to other land uses.
Goal LU-3: Land Use Compatibility. A community that promotes high-quality development and compatibility with surrounding land uses and major transportation corridors.	
Policy LU 3.1: Surrounding Uses. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.	**Consistent**. The Project would develop residential uses in an area already occupied with residential uses and is designed to prevent conflict with adjacent land uses through implementation of setbacks and building configurations in accordance with City requirements. Therefore, the Project would be compatible with surrounding uses and complements the existing development in the area.
Policy LU 3.2: Residential Uses. Require that new residential development be designed to protect residents from potential conflicts with adjacent land	

8 Envision San Jacinto – General Plan 2040. San Jacinto, CA: City of. https://sanjacinto.generalplan.org/

General Plan Goal	Consistency Analysis
uses, and other features including rail corridors, and high-volume roadways.	
Policy LU 3.4: Environmental Compatibility. Limit development in areas subject to severe natural hazards, such as landslides, ground subsidence, liquefaction, and flooding.	**Consistent.** The Proposed Project Site is not located in a landslide, liquefaction, or flood zone, and would therefore limit new development in areas subject to natural hazards.
Policy LU 3.6: Agricultural Compatibility. Ensure that new urban uses that are proposed adjacent to lands designated for agricultural uses include adequate buffers to reduce potential land use conflicts and nuisance impacts to sensitive receptors.	**Consistent.** The Proposed Project Site is designed to be consistent with surrounding agricultural uses and would implement setbacks and building configurations in accordance with City requirements.
Policy LU 3.8: Public Utilities. Ensure land uses and development are compatible with existing and proposed utility facilities including the San Jacinto Wastewater Treatment Facility.	**Consistent**. The Project would be served by existing utilities, including the EMWD for water and wastewater services, the City for storm drain, San Jacinto Power for electricity, SoCalGas for gas, and Frontier/Verizon/AT&T for telecommunications, each of which already provide service in the immediate area. Specifically, related to the San Jacinto Valley Regional Water Reclamation Facility, wastewater capacity would be available to serve the Proposed Project Site, as discussed further in Section 4.19. Utilities and Service Systems.
Goal LU-5: Community Character and Design. A visually attractive community that helps create a unique sense of place.	
Policy LU 5.1: Design Features. Consider as part of the development review process the compatibility of new development with surrounding uses and the ability of new development to enhance the character of the surrounding area.	**Consistent.** The PDP in Appendix I identifies that color and textures would incorporate a diversity of color that fits within the context of the broader community style as well as each individual street. All proposed buildings would have a maximum height of 40 feet and maximum of three stories consistent with the SJMC requirements.
Policy LU 5.2: Standards and Guidelines. Develop and enforce development standards and objective design guidelines that provide clear direction for achieving quality community design in new development and redevelopment projects.	
Policy LU 5.4: Gathering Places. Encourage the provision of both formal and informal public gathering spaces through pedestrian-oriented street design; sidewalk furniture and pedestrian-oriented development; well-designed, multi-use public spaces of different sizes including pocket parks, plazas, monuments, and community events.	**Consistent.** The Project involves the development of a residential community, which would be connected via an internal roadway network. Numerous pedestrian trails and paths would provide access to the range of residential types within the community, as well as four lots to be developed as park space with barbecues and covered picnic shelters, barbecues, and a pickleball court to be located in the northwestern area of the site, all of which would encourage gathering spaces and pedestrian oriented facilities.
Policy LU 5.5: Landscaping. Use landscaping for screening, solar control, parking lot shade, and other beautification purposes throughout the City.	**Consistent.** The Project would provide landscaping onsite, including parks, open space areas, and parkways. Common open space areas would equate to 6.6 acres. Additional open space areas include private backyards for each of the homes. Proposed landscaped types would include various trees and shrubs throughout the entire Proposed Project Site, as

General Plan Goal	Consistency Analysis
	shown in the Preliminary Plant Palette, included as part of the Planned Development Permit in Appendix I.
Policy LU 5.6: Streetscapes. Promote drought tolerant landscaping, tree planting, and tree preservation along City streets as a means of improving aesthetics, making neighborhoods more pedestrian friendly, and providing environmental and economic benefits.	**Consistent.** The Project would provide landscaping onsite, consisting of various trees and shrubs for aesthetic and shade purposes. The Landscape Plan would comply with the San Jacinto Landscape Design Guidelines, which includes an approved plant list. The Landscape Design Guidelines aim to retain the community's rural agricultural roots, and water wise planting (i.e. drought tolerant, native, or low-water plants) is utilized whenever possible. In addition, the Project involves improvements within the public ROW, such as street dedications and improvements, sidewalks and landscaping along West Seventh Street and Cawston Avenue and sidewalks and landscaping along West Esplanade Avenue, which would make the community more pedestrian friendly.
Economic Development Element	
There are no goals or policies in the Economic Development Element that are related to Project implementation.	
Mobility Element	
Goal M-1: Fiscal Diversity and Sustainability. A safe circulation system that meets the needs of existing and future land uses and users of all travel modes.	
Policy M-1.1: Balanced Circulation System. Provide for a balanced circulation system that promotes the safe and efficient movement of people and goods throughout the City.	**Consistent.** The Project would develop a pedestrian oriented residential community through inclusion of multiple open spaces connected by a network of sidewalks paths to enable pedestrian circulation throughout the planned community. The Project would also include pedestrian oriented amenities and provide an interconnected network of thoroughfares which would disperse traffic and ensure safe and efficient movement of people and goods.
Policy M-1.2: Access and Mobility. Strive to maintain sufficient access and mobility for all modes of travel and users of the roadway network.	
Policy M-1.5: Transportation Improvements for All Users. Encourage roadway, sidewalk, and median improvements that enhance the visual character of the roadway system and promote pedestrian and bicycle safety.	**Consistent.** As stated above, the Project includes residential uses and open space areas connected by a network of sidewalks to enable pedestrian circulation throughout the planned community. Roadways and sidewalks would be landscaped to provide a visually appealing environment, as shown in Appendix I. Additionally, the Project would incorporate bicycle parking for each unit within a separate secured garage space and additional parking racks at each guest parking area to promote bicycle and pedestrian use within the area.
Goal M-2: Regional Circulation System. A circulation system that is integrated with the larger regional transportation system to support the economic well-being of the community.	
Policy M-2.1: Regional Agency Coordination. Coordinate with regional transportation agencies, including the California Department of Transportation (Caltrans), the Riverside County Transportation Commission (RCTC), and the Riverside Transit Agency (RTA) to implement roadway improvements that	**Consistent.** The Project involves development of an internal circulation system accessible from Seventh Street, Cawston Avenue, and Esplanade Avenue. No improvements to the circulation system beyond the Project boundaries are proposed or required to ensure a safe and efficient flow of traffic in the area. Additionally, the Project would contribute

General Plan Goal	Consistency Analysis
encourage the safe and efficient flow of traffic within and beyond the City— for example, State Route 79 (SR-79) and Mid County Parkway.	its fair share for two required traffic signals within the area, including approximately 17 percent of the Seventh Street/Lyon Avenue traffic signal cost and 11 percent of the Esplanade Avenue/Kirby Street traffic signal cost in accordance with City requirements.
Goal M-3: Complete Streets. A multi-modal transportation network that provides sufficient vehicular, pedestrian, bike, and transit facilities.	
Policy M-3.4: New Development. Encourage Specific Plans and Planned Developments to include well developed and funded multimodal transportation facilities.	**Consistent.** The Project, which is a planned development, would provide a pedestrian oriented neighborhood and interconnected network of thoroughfares to ensure efficient and safe transportation facilities. The Project would also support bicycle travel through provision of bicycle parking for each unit within a separate secured garage space and additional bicycle parking racks provided at each guest parking area. Refer to Appendix I for further details on the Project layout and circulation system. In addition, the Project would pay fair share fees for required traffic signals within the area.
Goal M-4: Active Transportation. An extensive and regionally linked network of trails, bicycle lanes, and sidewalk paths that encourage active transportation as viable for transportation and recreation.	
Policy M-4.1: Trails Master Plan. Implement applicable goals, policies, and projects from the Trails Master Plan to provide trails and multimodal facilities that support active transportation within and beyond the City.	**Consistent.** As stated above, the Project would provide a pedestrian oriented neighborhood through inclusion of multiple open spaces connected by a network of sidewalks to enable pedestrian circulation throughout the planned community and emphasize active transportation. The Proposed Project Site is also within walking distance of multiple schools in the City, including Catalpa Park, Tahquitz High School, Rancho Viejo Middle School, and Megan Cope Elementary School. The Project would incorporate bicycle parking for each unit within a separate secured garage space and additional parking racks would be provided at each guest parking area, to promote bicycle use within the area.
Policy M-4.2: Active Transportation Network. Provide and maintain an extensive active transportation and trail network that supports bicycles, pedestrians, and equestrians and is linked to regional facilities and facilities of adjacent jurisdictions.	
Policy M-4.3: Trail Development. Encourage the use of open space and utility easements for bicycle, pedestrian, and equestrian trails, where feasible.	
Policy M-4.4: Trail Connectivity. Encourage Specific Plans and Planned Developments to include well developed and designed trails that connect neighborhoods to parks, schools, jobs, and adjacent existing or planned local and/or regional trails.	
Policy M-4.5: Support Facilities. Encourage new developments to provide bicycle parking, lockers, and other support facilities for bicyclists.	
Goal M-5: Parking. Parking supply that adequately and efficiently meets demand.	
Policy M-5.1: Appropriate Parking Supply. Use the development review process to plan for new developments to provide appropriate vehicle parking supply to meet demand.	**Consistent.** The Project would provide parking spaces as required by the San Jacinto Development Code (SJDC) Section 17.330.050. Guest parking is located in various locations around the site in addition to incorporated alley-load products to increase and allow for on-street parking. All residential units include a two-car garage and the majority have driveways, as well.

General Plan Goal	Consistency Analysis
Goal M-6: Transportation Management. Transportation management strategies that comply with the County Congestion Management Plan and regional and statewide greenhouse gas emissions targets.	
Policy M-6.1: Vehicle Miles Traveled. Maintain vehicle miles traveled (VMT) thresholds and Transportation Demand Management (TDM) mitigation requirements for the purpose of environmental review under the California Environmental Quality Act (CEQA).	**Consistent.** As stated in the Transportation Impact Study (TIS), included as Appendix L and discussed in Section XVII. Transportation, per the WRCOG VMT screening tool, the Project is located within a low VMT generating traffic analysis zone (TAZ). In addition, the Project is consistent with other uses in the TAZ as the northern half of the TAZ is a developed single-family residential neighborhood. Therefore, as the Project meets the screening criteria, the proposed Project would result in a less than significant impact for VMT. Therefore, no further VMT analysis is required (Appendix H).
Policy M-6.4: New Development. Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage non-vehicular modes of travel.	**Consistent.** The Project would include bicycle parking per City code requirements. In addition, the Project Applicant would be required to pay development impact fees to offset local impacts resulting from the Project's implementation. The payment of these impact fees may be used by the City to continue expansion of bicycle facilities.
Public Safety Element	
Goal PS-1: Seismic and Geologic Hazards. A community that is adequately prepared for natural hazards related to landslides, geologic instability, and seismic activity.	
Policy PS-1.2 Earthquake Protection. Enforce State seismic design guidelines and all relevant building codes to reduce the risk of damage associated with seismic activity.	**Consistent**. The Project is not located in a seismic hazard, landslide, liquefaction or flood zone, as described further in Section 4.7I. Geology and Soils. The specific recommendations of the Geotechnical Evaluation prepared for the Project would be fully incorporated in the design and construction of the Project. In addition, the Project's proposed structures would be required to meet the City's construction development standards and the seismic design parameters of the California Uniform Building Code to withstand potential seismic shaking impacts caused by an earthquake within an acceptable level of risk.
Policy PS-1.5 Development. Require assessment and mitigation of hazards related to liquefaction, landslides, and flooding for new development projects or City improvement projects that are identified by the City as susceptible to these hazards.	
Policy PS-1.6 Impact Reduction. Reduce the risk of impacts from geologic and seismic hazards by applying proper and up to date land use planning, development engineering, building construction, and retrofitting requirements.	
Goal PS-2: Fire Safety. A City that is safe and adequately prepared for urban and wildfire emergencies.	
Policy PS-2.1: Building Fire Codes. Require that all buildings and facilities within San Jacinto comply with local, state, and federal regulatory standards such as the California Building and Fire Codes as well as other applicable fire safety standards.	**Consistent**. The Project would be required to comply with all fire protection measures in accordance with the Riverside County Ordinances, 2022 CFC and any additional recognized fire protection standards, as discussed further in Section 4.15. Public Services.
Policy PS-2.2: Fire Protection Services. Reduce the risk of fire to the community by coordinating emergency preparedness with the Riverside County Fire Department (RCFD).	**Consistent**. The Developer would coordinate with the RCFD during the plan check process to ensure the development would comply with all fire standard and Fire Department standards, as discussed further in Section 4.15. Public Services.

General Plan Goal	Consistency Analysis
Goal PS-3: Flood Hazards. A community that is protected from flood hazards.	
Policy PS-3.1: Regulatory Compliance. Coordinate with local, state, and federal agencies to ensure that the City's regulations related to flood control are in compliance with federal, state, and local standards.	**Consistent**. The Project is not located within a flood hazard zone, as discussed further in Section 4.10. Hydrology and Water Quality. Additionally, the Project would implement all recommendations contained in the WQMP, including temporary and permanent erosion control BMPs to ensure prevent impacts from flood flows. The Project would comply with all applicable standards as outlined in the SJMC related to flood hazards.
Policy PS-3.5: Municipal Code. Implement the standards and requirements defined in the Municipal Code to reduce flood hazards and address flood-prone areas within San Jacinto.	
Policy PS-3.7: Stormwater Runoff. Encourage new developments that add impervious surfaces to integrate low impact development best management practices to reduce stormwater runoff.	**Consistent.** As described further in Section 4.10. Hydrology and Water Quality, the Project would increase the amount of impervious area from existing conditions and the Project would implement all BMPs as outlined in the WQMP, which was prepared in compliance with the NPDES program. Compliance with the WQMP would provide erosion control, sediment control, tracking, waste management, and construction site maintenance BMPs to reduce the potential for soil and wind erosion during construction activities. The Project would incorporate a detention basin to reduce stormwater runoff.
Goal PS-4: Hazardous Waste and Materials. A community that is protected from the potential for hazardous waste and materials contamination.	
Policy PS-4.6: Proposed Facilities. Require appropriate environmental analysis to be conducted for any proposed hazardous waste materials treatment or transfer, in accordance with environmental review requirement.	**Consistent**. As described further in Section 4.9. Hazards and Hazardous Materials, the Phase I ESA was conducted and did not identify any evidence of RECs, CRECs and HRECs at the Proposed Project Site. The Project would implement MM HAZ-1, which would require a comprehensive survey prior to the disturbance of any suspect ACMs to determine if the subject materials are regulated. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted further.
Goal PS-5: Emergency Operations. A community that is highly prepared and equipped to handle emergency situations, in order to minimize loss of life, injury, property damage, and disruption of vital services.	
Policy PS-5.10: Crime Prevention Through Environmental Design. Ensure projects include design features that promote public safety and reduce criminal activity.	**Consistent.** As described further in Section 4.15. Public Services, the Project would provide safety measures such as fences around the site perimeter and security lighting throughout the Proposed Project Site to promote public safety though environmental design.
Goal PS-6: Noise. A comfortable community environment that is free from excessive noise pollution.	
Policy PS-6.1: Noise Exposure. Consider the noise compatibility of existing and future development when making land use planning decisions. Require development and infrastructure projects to be consistent with the land use compatibility standards contained in Tables PS-1, PS-2, PS-3 and PS-4 to ensure acceptable noise exposure levels for existing and future development.	**Consistent.** The Project would be consistent with the land use compatibility standards outlined in Tables PS-1, PS-2, PS-3, and PS-4. The Proposed Project Site is located within the Normally to Conditionally Acceptable range for new residential construction. In terms of consistency with Tables PS-2, PS-3, and PS-4, the Project would be constructed in compliance with Title 24, which mandates the inclusion of various project design features such as building insulation and high-performance windows and doors, which would

General Plan Goal	Consistency Analysis
Policy PS-6.2: Noise Mitigation. Require new development to mitigate excessive noise to the standards indicated in Tables PS-1, PS-2, PS-3 and PS-4 to the extent feasible through best practices, including building location and orientation, building design features, placement of noise generating equipment away from sensitive receptors, shielding of noise-generating equipment, placement of noise- tolerant features between noise sources and sensitive receptors, and use of noise-minimizing materials.	further reduce exterior-to-interior noise levels. In addition, the Project would also include a six-foot high masonry wall installed along the perimeter of the Proposed Project Site, further reducing roadway noise levels as well as noise emanating from adjacent land uses. Furthermore, noise generated by HVAC equipment would be minimized due to compliance with Section 8.40.140 of the Municipal Code.
Policy PS-6.7: Construction Noise. Require construction activities to reduce noise impacts on adjacent uses to the criteria identified in Tables PS-3 and PS-4, or, if the criteria cannot be met, to the maximum extent feasible complying with Chapter 8.40 of the San Jacinto Municipal Code (Noise Control) and use best practices. Construction activities outside of the permitted construction hours identified in the San Jacinto Municipal Code may be approved on a case-by-case basis by the Community Development Director.	**Consistent.** Project construction would comply with the construction noise requirements contained in Section 8.40.090 of the Municipal Code. In addition, Project construction is estimated to average 65 A-weighted decibel scale (dBA) or less as measured at the property lines of the nearby residential land uses.
Goal PS-7: Climate Change and Resiliency Planning. A resilient, sustainable, and equitable community where risks to life, property, the economy, and the environment resulting from climate change, including extreme weather events, are minimized.	
Policy PS-7.12: Extreme Heat Vulnerabilities. Require that new developments, major remodels, and redevelopments address urban heat island issues and reduce urban heat island effects for the proposed project site and adjacent properties.	**Consistent.** The Project includes development of a residential community, with a variety of proposed surface areas that would reduce potential effects of a heat island. Specifically, the Project includes provision of park and open space areas as well as landscaping along all internal roadways as shown on Figure 5. Additionally, there would be additional open space areas associated with the various residential unit types that would reduce the heat island effects.
Resource Management Element	
Goal RM-1: Natural Resources. A community that conserves and protects its natural resources.	
Policy RM-1.1: Balanced Open Space System. Support a balanced and integrated open space system that reflects a variety of considerations, including resource conservation, recreation, aesthetics, and community identity.	**Consistent.** The Project includes a variety of parks distributed throughout the planned neighborhood. The four lettered lots would be developed as combination bioretention basins and parks with shaded picnic areas and barbecues, along with a pickleball court to be located in the northwestern corner of the development. Common open spaces areas would equate to 6.6 acres on-site. The community layout and architectural design was designed to pay homage to the surrounding and existing farmland, and Project development would maintain the rural and agricultural history by maintaining a “farm feel” through the use of farmhouse, craftsman, and prairie architectural styles throughout the planned community. Landscaped plants and trees were selected to accentuate

General Plan Goal	Consistency Analysis
	the buildings. Refer to Appendix I for further details on the Project layout.
Goal RM-2: Water Resources. A community that protects and conserves limited water resources.	
Policy RM-2.4: Natural Conditions. Encourage development that avoids impacts to watershed areas, wetlands, natural drainage channels, riparian areas, and creeks, retaining these resources in their natural condition if feasible.	**Consistent**. As discussed in Section 4.4. Biological Resources, there are no jurisdictional features on the Proposed Project Site. The artificial basin present in the northwest corner of the Proposed Project Site was artificially created in uplands that were previously used for croplands. This type of waterbody is excluded from being classified as a Waters of the U.S. under the jurisdiction of USACE because it is isolated. Artificial wetlands less than one acre in size are not considered Waters of the State under the authority of the RWQCB. Based on historic aerial imagery and topographic maps, this area does not appear to have been part of a historic drainage; therefore, it would not be under the regulatory authority of the CDFW. As such, no drainages or other waters that would be under the jurisdiction of the USACE, RWQCB, or CDFW occur on the Proposed Project Site.
Goal RM-3: Heritage Resources. A community that celebrates and preserves its rich culture and historic assets.	
Policy RM 3.1: Preservation. Protect areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code.	**Consistent**. As discussed in Section 4.5 Cultural Resources, the Project record search identified five cultural resources located within a half-mile of the Proposed Project Site, none of which are on the Proposed Project Site. No historic resources were identified, and although none of these five resources are considered archaeological resources, the possibility that undiscovered intact archaeological resources may be present below the surface in native (alluvial) sediments. These potential effects would be mitigated to a less than significant level with the implementation of MM CUL-1, which recommends archaeological monitoring when excavations are required in native sediment. As discussed in Section 4.7. Geology and Soils, there is a possibility that intact paleontological resources may be present below the surface and would be mitigated to a less than significant level with the implementation of MM GEO-1, which requires retention of a qualified Paleontologist to be available "on-call" throughout the duration of grading activities, would reduce potential impacts to less than significant levels.
Policy RM-3.4: Tribal Consultation. Consult with Native American tribes whose tribal cultural resources may be impacted by proposed development, as necessary, and in accordance with state, local, and tribal intergovernmental consultation requirements, in an effort to mitigate or avoid significant effects to resource(s).	**Consistent.** As discussed in Section 4.18. Tribal Cultural Resources, pursuant to AB 52 and SB18, the Lead Agency, which is the City in this instance, has consulted with Native American Tribes and mitigation measures are included to reduce potential impacts to unanticipated tribal resources.

General Plan Goal	Consistency Analysis
Goal RM-4: Air Quality and Greenhouse Gas Emissions. Improved air quality in San Jacinto and the region through reductions in air pollutants and greenhouse gas (GHG) emissions.	
Policy RM 4.3: GHG Emissions. Align the City's local GHG reduction targets with the statewide GHG reduction targets of Assembly Bill 32 and align the City's GHG reduction goal with the statewide GHG reduction goal of Executive Order S-03- 05.	Consistent. The Project would be constructed in compliance with the requirements contained in Title 24, Part 6 and Title 24, Part 11 of the California Building Standards Code. The Project would provide various design features aimed at reducing GHG emissions, including, but not limited to, solar PV, on-site battery energy storage, high-performance windows and doors, EV ready parking spaces, energy efficient lighting, and low- flow fixtures.
Policy RM-4.5 Walkability. Encourage pedestrian-scale development and pedestrian-friendly design features to reduce vehicle emissions. (See Mobility Element).	Consistent. The Project would include off-site roadway and pedestrian improvements. In addition, the payment of Development Impact Fees could further assist the City in expanding pedestrian facilities throughout the City.
Policy RM 4.8: Mitigation. Require the implementation of relevant mitigation measures for all future development upon identification of potential air quality impacts.	Consistent. The Project would be constructed in compliance with the requirements contained in Title 24, Part 6 and Title 24, Part 11 of the California Building Standards Code.
Policy RM 4.9: Local Reduction Targets. The City of San Jacinto establishes the following per capita GHG reduction targets, in order to meet the requirements established by the state under AB 32 and SB 32, consistent with the CARB's 2017 Scoping Plan: 1.83 MTCO2e per service population (SP) by 2030; and 0.62 MTCO2e per service population (SP) by 2050	Consistent. The Project would include the planting of trees, shrubs, and plants.
Goal RM-6: Public Safety Resources. A community that safeguards persons and property through the provision of high-quality public safety services and crime prevention measures.	
Policy RM-6.3: Site Design. Recognize the role of design features in new development to reduce potential for crime and implement best practices into existing plans and new development strategies.	**Consistent.** As described further in Section 4.15. Public Services, the Project would provide safety measures such as fences around the site perimeter and security lighting throughout the Proposed Project Site to promote public safety though environmental design.
Goal RM-7: Parks and Recreational Resources. An integrated system of parks, recreational, and open space facilities that meet the community's needs and preferences	
Policy RM-7.4: Parkland Dedication. Require future private development to incorporate parkland, open space, or green space to expand recreational opportunities in the community in accordance with standards set by the San Jacinto Municipal Code.	Consistent. The Project would provide parks as a part of the development for common spaces. The parks contain a multitude of recreational amenities such as picnic tables, barbecues and greenspace.
Goal RM-8: Educational Resources. A community that supports the continued lifelong learning of all its residents with high quality educational facilities and opportunities.	
Policy RM-8.2: School Facilities. Work with developers and the school district to ensure the payment of fees, construction, and expansion of school facilities to address expected increases in school-age population.	Consistent. The Project would be required to pay all applicable school developer fees, that would be used for future facility improvements necessary to ensure adequate levels of service.
Goal RM-9: Infrastructure Planning. A community that provides adequate, reliable infrastructure and facilities to support existing and future development.	
Policy RM 9.3: Fair Share. Ensure that all new development provides for and funds its fair share of	**Consistent.** The Project would be required to provide for and fund its fair share of the costs of public infrastructure

General Plan Goal	Consistency Analysis
the costs for the expansion of public infrastructure and services, recreational amenities, and facilities.	and services, recreational amenities, and facilities. The Project proposes payment of development impact fees to cover the increased demand for public services and would provide 6.6 acres of recreational amenities for public and private use as detailed in Section 3, Project Description and shown in Appendix I.
Goal RM-10: Solid Waste Management and Recycling. A cost-effective, integrated waste management system that meets or exceeds recycling and waste diversion mandates and community expectations.	
Policy RM-10.2: Solid Waste Collection. Provide adequate waste disposal, recycling, and refuse services for present and future residents and businesses, including programs that improve public access to solid waste collection and recycling facilities.	**Consistent.** Solid waste disposal in the City of San Jacinto is presently handled by CR&R, a private company which is in partnership with the City to provide solid waste services for residential and commercial uses, including the Proposed Project Site. During construction and operation of the Project, the Project would comply with all applicable federal, State, and local management and reduction statutes related to solid waste during construction and operations. Chapter 8.32 of the SJMC establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939 (which requires cities and counties throughout the State to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting) and AB 34 (which increased the statewide goal for waste diversion to 75 percent by 2020). The City has also established disposal and mandatory recycling requirements for residential premises to comply with State law diversion requirement, which the Project would be required to comply with.
Environmental Justice Element	
Goal EJ-1: Pollution Exposure and Air Quality. Land use and development patterns that reduce pollution exposure and enhance air quality, especially in environmental justice communities.	
Policy EJ-1.1: Emission Sources. Encourage existing sources of emissions to use feasible measures to minimize air quality impacts in Environmental Justice Communities and avoid new sources of significant emissions in these communities as feasible.	**Consistent.** Pursuant to the General Plan Draft EIR, Figure EJ-1 Disadvantaged Communities, the Proposed Project Site is not within an Environmental Justice (EJ) community but is adjacent to multiple EJ communities, located immediately west and north. As discussed further in Section 4.3, Air Quality, the proposed Project's construction emissions would be below SCAQMD thresholds and proposes single-family residential uses, which are not typically associated with substantial sources of air pollutant emissions.
Goal EJ-5: Physical Activity. Land use and development patterns that encourage physical activity and improve multimodal access and connectivity to employment, shopping, services, schools, parks, and other destinations	
Policy EJ-5.2: Accessibility. Endeavour to provide parks that are easily accessible to the surrounding neighborhood and beyond, and are as barrier-free as possible, particularly for those with limited mobility.	**Consistent.** The Project proposes the construction of parks as a part of the development, totaling 6.6 acres.

General Plan Goal	Consistency Analysis
Policy EJ 5.3: Physical Activity. Promote physical activity programs and education including, but not limited to, programs offered by the Landscape, Lighting and Park Districts and encourage residents to regularly participate in physical activity and active lifestyles.	
Goal EJ-7: Improvements and Programs. Improvements and programs address the needs of environmental justice communities.	
Policy EJ 7.3: Coordination. Coordinate with relevant utility providers to provide adequate and appropriate levels of service and promote the maintenance of water, sewer, stormwater, and electrical facilities serving Environmental Justice Communities.	**Consistent.** The Project would coordinate with all relevant utility providers including the EMWD, the City Public Utilities Department, SoCalGas and San Jacinto Power, as described further in Section 4.19. Utilities and Service Systems.

4.11.2 Mitigation Measures

No mitigation measures associated with impacts to Land Use and Planning apply to the Proposed Project.

4.11.3 Conclusion

Potential impacts of the Proposed Project associated with Land Use and Planning would be less than significant, and no mitigation would be required.

4.12 Mineral Resources

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document.

4.12.1 Regulatory Setting

In 1975, the California legislature enacted the Surface Mining and Reclamation Act (SMARA). This act provides for the reclamation of mined lands and directs the State Geologist to classify (identify and map) the non-fuel mineral resources of the state to show where economically significant mineral deposits occur and where they are likely to occur based upon the best available scientific data.

4.12.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
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?				X

Discussion

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b) Would the project 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?

No Impact. The City General Plan Draft EIR, Figure 5.12-1 Mineral Resource Zones identifies that the Proposed Project Site is located in an area that is designated Mineral Resource Zone 3 (MRZ-3), which is an area containing known or inferred mineral occurrences of undetermined mineral resource significance. In addition, the City does not contain any known or identified mineral resources or regional or Statewide importance[9]. The Proposed Project Site is currently utilized for agriculture, and there are no mining activities or mineral extraction uses near the Proposed Project Site. Thus, the Project would not result in the loss of availability of locally important mineral resources. No impacts would occur, and no mitigation is required.

4.12.3 Mitigation Measures

No mitigation measures associated with impacts to Mineral Resources apply to the Proposed Project.

4.12.4 Conclusion

There are no potential impacts of the Proposed Project associated with Mineral Resources, and no mitigation would be required.

9 Public Review Draft Environmental Impact Report for the San Jacinto General Plan Update. San Jacinto, CA: City of. https://sanjacinto.generalplan.org/documents-amp-maps

4.13 Noise

Information and analysis in this section is derived from the documents incorporated by reference as identified in Section 1.3 of this document and the noise analysis included as **Appendix G – *Chacon Farms, Noise Impact Study*, MD Acoustics, October 3, 2024**.

4.13.1 Environmental Setting

Noise Descriptors: Sound

"Sound" is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. "Noise" is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance; interference with speech communication; sleep disturbance; and, in the extreme, hearing impairment (**Appendix G**).

Sound pressure levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale. A doubling of the energy of a noise source (such as doubling of traffic volume) would increase the noise level by 3 dB. The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale was devised; the A-weighted decibel scale (dBA) approximates the frequency response of the average healthy ear when listening to most ordinary everyday sounds and is used in this analysis.

Human perception of noise has no simple correlation with acoustical energy. Due to subjective thresholds of tolerance, the annoyance of a given noise source is perceived very differently from person to person. The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at 3 feet is approximately 60 dBA, while loud jet engine noises at 1,000 feet equate to 100 dBA, which can cause serious discomfort. **Table 26: *Noise Levels for Common Events***, shows the relationship of various noise levels in dBA to commonly experienced noise events.

Table 26: Noise Levels for Common Events

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
–	110	Rock Band
Jet fly-over at 300 m (1,000 ft)	100	
Gas lawn mower at 1 m (3 ft)	90	
Diesel truck at 15 m (50 ft) at 80 km/hr (50 mph)	80	Food blender at 1 m (3 ft); garbage disposal at 1 m (3 ft)
Noisy urban area, daytime gas lawn mower at 30 m (100 ft)	70	Vacuum cleaner at 3 m (10 ft)
Commercial area, heavy traffic at 90 m (300 ft)	60	Normal speech at 1 m (3 ft)
Quiet urban daytime	50	Large business office, dishwasher in next room
Quiet urban nighttime	40	Theater, large conference room (background)
Quiet suburban nighttime	30	Library
Quiet rural nighttime	20	Bedroom at night, concert hall (background)
	10	Broadcast/recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

dBA: A-weighted decibels; m: meter; ft: feet; km/hr: kilometers per hour; mph: miles per hour
Source: Caltrans 2013.

Two noise sources do not "sound twice as loud" as one source. As stated above, a doubling of noise sources results in a noise level increase of 3 dBA. Generally, noise is perceptible at an increase of 3 dBA as illustrated below:

Changes in Intensity Level (dBA)	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

Source: https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

From the source to the receiver, noise changes both in the level and frequency spectrum. The most obvious change is the decrease in noise level as the distance from the source increases. Sound from a small, localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern. For point sources, such as HVAC units or construction equipment, the sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance (i.e., if the noise level is 70 dBA at 25 feet, it is 64 dBA at 50 feet). Vehicle movement on a road makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The sound level attenuates or drops off at a rate of 3 dBA per doubling of distance for line sources.

A large object in the path between a noise source and a receiver can significantly attenuate noise levels at that receiver location. The amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain or landform features as well as man-made features (e.g., buildings and walls) can significantly alter noise exposure levels. For a noise barrier to work, it must be high enough and long enough to block the view from the receiver to a road or to the noise source. Effective noise barriers can reduce outdoor noise levels at the receptor by up to 15 dBA.

Several rating scales (or noise "metrics") exist to analyze effects of noise on a community. These scales are identified as follows:

- Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.
- Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of 10 decibels to sound levels in the night before 7:00 AM and after 10:00 PM. The evening sound levels are assigned a 5-dBA penalty, and the nighttime sound levels are assigned a 10-dBA penalty prior to averaging with daytime hourly sound levels.
- Equivalent Sound Level (Leq): 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. This includes including Lmax and Lmin, which are respectively the highest and lowest A-weighted sound levels that occur during a noise event.

Vibration

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources but can also be associated with construction equipment

such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to human response, building damage, and acceptable equipment vibration levels. During construction of a project, the operation of construction equipment can cause groundborne vibration. During the operational phase of a project, receptors may be subject to levels of vibration that can cause annoyance due to noise generated from vibration of a structure or items within a structure. Analysis of this type of vibration is best measured in velocity and acceleration.

The three main wave types of concern in the propagation of groundborne vibrations are surface or Rayleigh waves, compression or P-waves, and shear or S-waves.

- Surface or Rayleigh waves travel along the ground surface. They carry most of their energy along an expanding cylindrical wave front, similar to the ripples produced by throwing a rock into a lake. The particle motion is more or less perpendicular to the direction of propagation (known as retrograde elliptical).
- Compression or P-waves are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal, in a push-pull motion. P-waves are analogous to airborne sound waves.
- Shear or S-waves are also body waves, carrying their energy along an expanding spherical wave front. Unlike P-waves, the particle motion is transverse, or perpendicular to the direction of propagation.

The peak particle velocity (ppv) or the root mean square (rms) velocity is usually used to describe vibration amplitudes. The ppv is defined as the maximum instantaneous peak of the vibration signal and the rms is defined as the square root of the average of the squared amplitude of the signal. The ppv is more appropriate for evaluating potential building damage and also used for evaluating human response.

The units for ppv velocity are normally inches per second (in/sec). Often, vibration is presented and discussed in dB units in order to compress the range of numbers required to describe the vibration. In this study, all ppv velocity levels are in in/sec and all vibration levels are in dB relative to one microinch per second. The threshold of perception is approximately 0.3 ppv. Typically, groundborne vibration generated by human activities attenuates rapidly with distance from the source of the vibration. Even the more persistent Rayleigh waves decrease relatively quickly as they move away from the source of the vibration. Manmade vibration problems are, therefore, usually confined to short distances (500 feet or less) from the source.

Construction generally includes a wide range of activities that can generate groundborne vibration. In general, blasting and demolition of structures generate the highest vibrations. Heavy trucks can also generate groundborne vibrations, which vary depending on vehicle type, weight, and pavement conditions. Potholes, pavement joints, discontinuities, differential settlement of pavement, and other anomalies all increase the vibration levels from vehicles passing over a road surface. Construction vibration is normally of greater concern than vibration of normal traffic on streets and freeways with smooth pavement conditions. Trains generate substantial quantities of vibration due to their engines, steel wheels, and heavy loads.

4.13.2 Regulatory Setting

Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

State Regulations

Title 24 of the California Code of Regulations, also known as the California Building Standards Code, establishes building standards applicable to all occupancies throughout the State. Section 1207.11.2 requires that residential structures other than detached single-family dwellings be designed to prevent the intrusion of exterior noise so that the interior noise attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room. Section 1207.12 states, "if interior allowable noise levels are met by requiring that windows be unopenable or closed, the design for the structure must also specify a ventilation or air-conditioning system to provide a habitable interior requirement. The ventilation system must not compromise the dwelling unit or guest room noise reduction".

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The City of San Jacinto is affected by several different sources of noise, including automobile traffic, agricultural and commercial activity, and periodic nuisances such as construction, loud parties, and other events. The goal of San Jacinto's Public Safety Element is to reduce the risk of death, injury, property damage, economic loss, and harm due to natural and manmade hazards. The Public Safety Element contains guidelines for noise compatible land use for long-term operations as shown in Table 26. Further goals and policies pertaining to noise applicable to the Project are analyzed in *Section XI. Land Use and Planning*.

Municipal Code

The City Municipal Code (Title 8 – Health and Safety, Chapter 8.40, Noise Control) is the City's Noise Ordinance. As stated in the Municipal Code:

"It is hereby found and declared that:

- The making and creation of excessive, unnecessary or unusually loud noises within the limits of the city of San Jacinto is a condition that has existed for some time; however, the extent and volume of such noises is increasing; and

  B. The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises that are prolonged, unusual and unnatural in their time, place and

use affect and are a detriment to public health, comfort, convenience, safety, welfare and prosperity of the residents of the city of San Jacinto; and

C. The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the residents of the city of San Jacinto."

The following sections of the Noise Control Ordinance are applicable to the proposed Project:

8.40.040 Mobile noise source standards.

A. The following noise standards for maximum allowable noise exposure from mobile sources shall apply to all development and infrastructure projects, unless otherwise specifically indicated:

Land Use	Noise Standards[1]	
	Exterior	Interior
Residential—single-family, multifamily, duplex, and mobile home	65 dBA	45 dBA
Residential—transient lodging, hotels, motels, nursing homes, hospitals, assisted care facilities	65 dBA	45 dBA
Private offices, churches, libraries, theaters, concert halls, meeting halls, schools	65 dBA	45 dBA
General commercial, office, retail, reception, restaurant	65 dBA	45 dBA
Light Industrial[2]	–	–
Parks and playgrounds[3]	65 dBA	50 dBA
Golf courses, outdoor spectator sports	70 dBA	–

dBA: A-weighted decibels

1. In community noise equivalent level (CNEL).
2. Noise standards do not apply to light industrial areas.
3. Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

8.40.050 Stationary noise source standards, exterior and interior.

A. The following noise standards for maximum allowable noise level due to stationary noise sources shall apply to all development and infrastructure projects, unless otherwise specifically indicated:

Type of Land Use	Allowed Equivalent Noise Level, dBA L_{eq}	
	7:00 AM to 10:00 PM	7:00 AM to 10:00 PM
All single-family residential properties	65	45
All multifamily residential properties and mobile home parks	65	50
All commercial property	65	60
The residential portion of mixed-use properties	70	70
All manufacturing or industrial properties and all other uses	70	70

dBA L_{eq}: or equivalent sound level in A-weighted decibels, measures the cumulative noise exposure over a specific time interval (FTA 2018).

1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

2. Measurements for compliance are made on the affected property pursuant to Section 8.40.160.
3. It is unlawful for any person at any location within the incorporated area of the city to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
    a. The noise standard for the applicable zone for any fifteen (15) minute period;
    b. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
4. In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
5. The residential portion of mixed-use properties standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.
6. If the measurement location is on a boundary between two different types of land uses, the lower noise level standard applicable to types of land uses shall apply.

B. The following allowable interior noise standards due to stationary noise sources shall apply to all development and infrastructure projects, unless otherwise specifically indicated:

Type of Land Use	Allowed Equivalent Noise Level, dBA Leq	
	7:00 AM to 10:00 PM	7:00 AM to 10:00 PM
All single-family residential properties	45	40
All multifamily residential properties and mobile home parks	45	40
All commercial property	45	40
Residential portion of mixed-use	45	40

dBA Leq: or equivalent sound level in A-weighted decibels, measures the cumulative noise exposure over a specific time interval (FTA 2018).

1. If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.
2. Measurements for compliance are made on the affected property pursuant to Section 8.40.160.
3. It is unlawful for any person at any location within the incorporated area of the city to create noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:
    a. The noise standard for the applicable zone for any fifteen (15) minute period;
    b. A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).
4. In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.
5. The residential portion of mixed-use standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use if the noise originates from that commercial property or use.

6. If the measurement location is on a boundary between two different types of land uses, the lower noise level standard applicable to the types of land uses shall apply. (Ord. 22-13 Section 3 (Exh. A); Ord. 07-17 Section 2 (part)).

8.40.060 Sensitive uses development projects.

A. New residential developments, mixed-use developments with a residential component, and other noise-sensitive development (including, but not limited to, schools, day cares, hospitals) shall be designed to minimize noise exposure to sensitive uses through the incorporation of site planning and architectural techniques.

8.40.070 Exemptions.

The following activities shall be exempted from the provisions of this chapter of the Municipal Code:

A. Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees, or lessees that the public entity has authorized, shall be exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the city of San Jacinto or any school district within the city's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, including the planning commission or city council;

B. Occasional outdoor gatherings, public dances, show, sporting, and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events;

C. Public safety personnel in the course of executing their official duties, including, but not limited to, sworn peace officers, emergency personnel and public utility personnel. This exemption includes, without limitation, sound emanating from all equipment used by such personnel, whether stationary or mobile;

D. Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of Section 8.40.090;

. . .

G. Any activity to the extent regulation thereof has been preempted by state or federal law;

H. Any noise sources associated with people and/or music associated with a party at a residential property. Such noise shall be subject to the provisions of Section 8.40.080;

. . .

J. Any noise sources associated with barking dogs or other intermittent noises made by animals on any property within the city of San Jacinto. Such noise shall be subject to the provisions of Section 6.24.030;

K. Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of seven a.m. and seven p.m.;

8.40.080 Loud and disturbing noise.

A. It is unlawful for any person or property owner within the city to make, cause or allow to be made any loud, excessive, impulsive or intrusive noise, disturbance or commotion that disturbs the peace or quiet of any area or that causes discomfort or annoyance to any reasonable person of normal sensitivities in the area. The types of loud, disturbing, excessive, impulsive or intrusive noise may include, but shall not be limited to, yelling, shouting, hooting, whistling, singing,

playing a musical instrument, or emitting or transmitting any loud music or noise from any mechanical or electrical sound-making or sound-amplifying device.

8.40.090 Construction activity noise regulations.

A. The erection (including excavation), demolition, alteration or repair of any building shall occur between the hours of seven a.m. and seven p.m. on weekdays and Saturdays, and between nine a.m. and six p.m. on Sundays and holidays, except when such work complies with the terms of a temporary use permit which may be issued by the community development director or his or her designee, upon a showing of sufficient need due to hot or inclement weather, or the use of an unusually long process material, or other circumstances of unusual and compelling nature.

B. No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment, or machine in violation of the provisions of this section.

8.40.120 Sound-amplifying equipment.

Loudspeakers, sound amplifiers, public address systems or similar devices used to amplify sounds shall be subject to the provisions of Section 8.40.130. Such sound- amplifying equipment shall not be construed to include electronic devices, including, but not limited to, radios, tape players, tape recorders, compact disc players, MP3 players, electric keyboards, music synthesizers, record players or televisions, which are designed and operated for personal use, or used entirely within a building and are not designed or used to convey the human voice, music or any other sound to an audience outside such building, or which are used in vehicles and heard only by occupants of the vehicle in which installed. (Ord. 22-13 Section 3 (Exh. A); Ord. 07-17 Section 2 (part)).

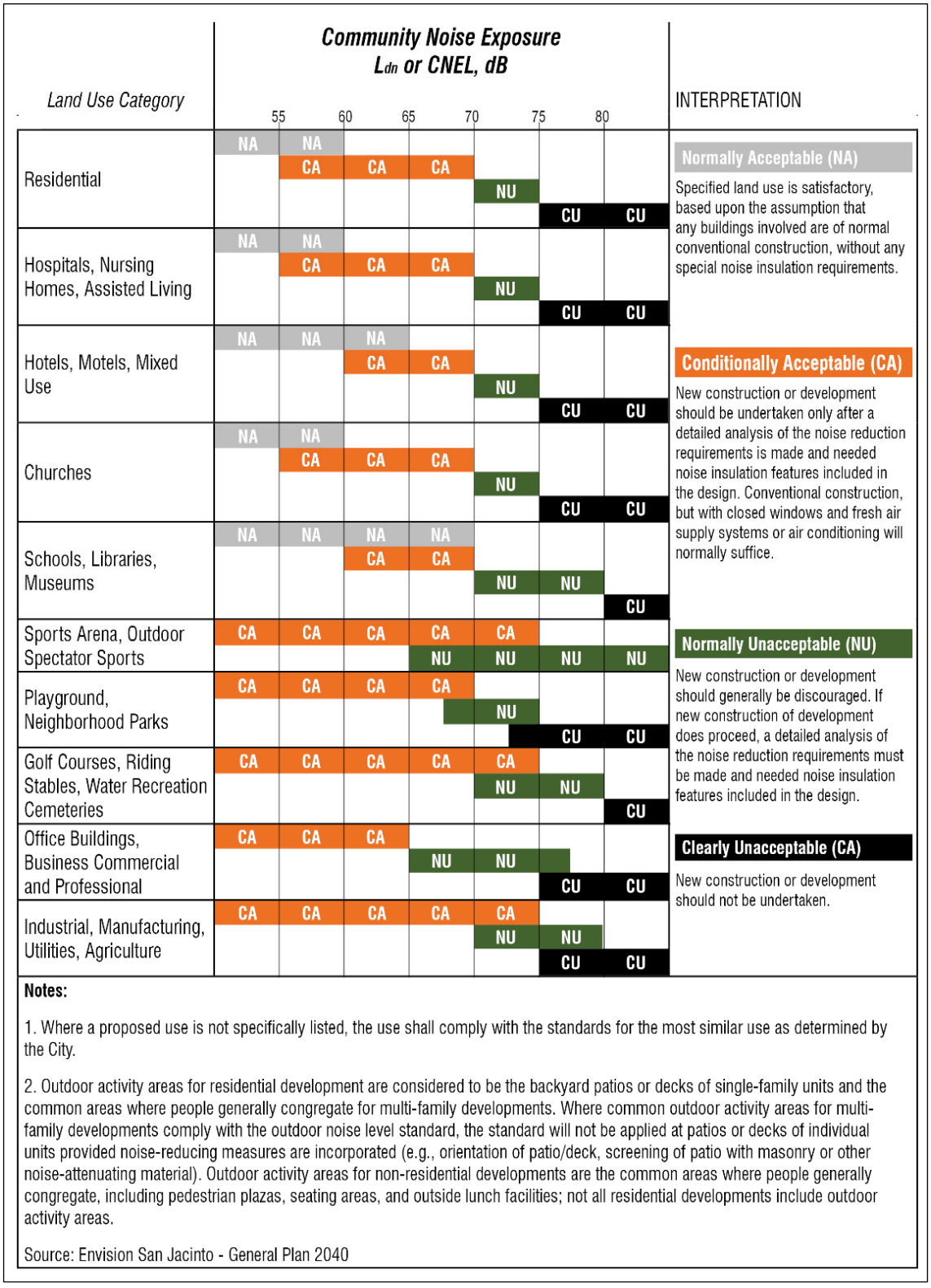
8.40.140 Heating, venting, pool/spa and air conditioning—Special provisions.

Permits for heating, venting and air conditioning (HVAC) and pool/spa equipment in or adjacent to residential areas shall be issued only after the installation contractor signs an acknowledgment that the installation will meet the noise limits established in Section 8.40.050. Applications for residential mechanical permits for air conditioners may use the methodology specified in Standard 275 “Standard Application of Sound Rated Outdoor Unitary Equipment” of the Air Conditioning and Refrigeration Institute (ARI), 1984, as amended. Applicants of mechanical permits for commercial HVAC equipment shall be required to submit a detailed acoustical study that demonstrates compliance with the noise limits established in Section 8.40.050. (Ord. 22-13 Section 3 (Exh. A); Ord. 07-17 Section 2 (part)).

8.40.170 Prima facie violation.

Any noise exceeding the noise level standard as specified in Sections 8.40.040 and 8.40.050 shall be deemed to be prima facie evidence of a violation of the provisions of this chapter. (Ord. 22-13 Section 3 (Exh. A); Ord. 07-17 Section 2 (part)).

Table 27: City of San Jacinto Guidelines for Noise Compatible Land Use Compatibility for Community Noise Exposure (dBA, CNEL)



Notes:

1. Where a proposed use is not specifically listed, the use shall comply with the standards for the most similar use as determined by the City.

2. Outdoor activity areas for residential development are considered to be the backyard patios or decks of single-family units and the common areas where people generally congregate for multi-family developments. Where common outdoor activity areas for multi-family developments comply with the outdoor noise level standard, the standard will not be applied at patios or decks of individual units provided noise-reducing measures are incorporated (e.g., orientation of patio/deck, screening of patio with masonry or other noise-attenuating material). Outdoor activity areas for non-residential developments are the common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities; not all residential developments include outdoor activity areas.

Source: Envision San Jacinto - General Plan 2040

Sensitive Receptors

The State of California defines noise-sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions (**Appendix G**). The land use categories requiring the lowest noise thresholds are schools, libraries, churches, hospitals, and residences. Schools, libraries, churches, hospitals, and residences proximate to the Proposed Project Site are referred to as the Project's "noise sensitive receptors" due to sensitivity of these uses to noise exposure. Please refer to Table 27: *City of San Jacinto Guidelines for Land Use Compatibility for Community Noise Exposure (dBA, CNEL)* based on each of these land use categories. Although each land use category has a different measure of acceptable noise exposure, most of the categories listed above must remain under 60-65 dBA per State and City guidelines.

The nearest noise sensitive uses to the Proposed Project Site would be the planned unit development located adjacent to the western property boundary of the Project Site and Catalpa Park, located at the northeast corner of the West 7th Street and Cawston Avenue North intersection. Based on Table 27, City of San Jacinto Guidelines for Land Use Compatibility for Community Noise Exposure (dBA, CNEL), the City does not consider park uses to be as noise sensitive as residential uses.

4.13.3 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
NOISE: Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
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?				X

Discussion

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

Less Than Significant Impact.

Two short-term 15-minute noise measurements were conducted at the Proposed Project Site to document the existing noise environment. The measurements include the 15-minute Leq, Lmin, Lmax, and other statistical data. Noise measurement field sheets are provided in **Table 28: *Long-Term Noise Measurement Data*** below and in **Appendix G** as follows:

Table 28: Long-Term Noise Measurement Data

Location	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1 – Northwest corner of property along Seventh Street	46.9	68.0	36.9	53.6	48.7	44.9	41.7	38.6
NM2 – Southeast corner of property along W Esplanade	64.4	83.8	41.4	72.6	65.1	59.9	56.5	50.4

Construction

The development of the proposed Project would entail construction activities which include noise generated from the demolition of the existing on-site structures, grading/excavation, and the erection of the housing units. The construction of the Project is anticipated to occur over an approximately 3-year period. Local residents would be subject to elevated noise levels due to the operation of Project-related construction equipment. Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise levels surrounding the construction site as work progresses. Construction noise levels reported in the U.S. Environmental Protection Agency's Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances were used to estimate future construction noise levels for the Project (**Appendix G**). Typically, the estimated construction noise levels are governed primarily by equipment that produces the highest noise levels. Construction noise levels for each generalized construction phase (ground-clearing/demolition, excavation, foundation construction, building construction, paving, and site cleanup) are based on a typical construction equipment mix for a mixed-use project and do not include use of atypical, very loud, and vibration-intensive equipment (e.g., pile drivers).

Construction of the Project would be required to comply with Section 8.40.090 – Construction activity noise regulations of the Municipal Code, which establishes restrictions related to construction activities. These restrictions include limiting the hours of construction to the hours of 7 AM and 7 PM on weekdays and Saturdays, and between 9 AM and 6 PM on Sundays and holidays. In addition, a temporary use permit may be issued in order to allow construction to deviate from the restrictions outlined above upon demonstrating a sufficient need. With the incorporation of these restrictions on construction noise generation and the noise attenuation provided by distance from the construction area to noise sensitive uses, the Project would result in less than significant construction noise impacts.

The degree to which noise-sensitive receptors are affected by construction activities depends heavily on their proximity. Construction noise is considered a short-term impact and would be considered significant if construction activities do not follow the above recommendations. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the Proposed Project vicinity. The construction noise impact is considered less than significant; however, construction noise level projections are provided.

The nearest sensitive land uses to the Proposed Project Site are the residential uses to the north. These uses are as close as 100 feet from construction activities.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. A likely worst-case construction noise scenario assumes equipment operating as close as 100 feet and an average of 430 feet from the nearest sensitive receptor. **Table 29: *Construction Noise Levels at Noise-Sensitive Uses*** identifies potential noise levels assuming equipment operating as close to 100 feet from the residential uses to the west of the Project Site (**Appendix G**).

Table 29: Construction Noise Levels at Noise-Sensitive Uses

Phase	dBA Lmax	dBA Leq
Prep	76	50
Grading	77	50
Build	76	48
Paving	75	44
Arch Coating	70	36

The Lmax levels represent maximum levels when construction occurs adjacent to the residential receptors. Leq levels represent the average construction noise level during each phase. The noise due to construction at the nearest residential receptor will be 36 to 50 dBA Leq and 70 to 77 dBA Lmax. The noise due to construction will not exceed the construction noise limit of 65 dBA Leq provided in the City's Municipal code. Thus, the construction noise impact is less than significant.

Operations

Operational noise sources associated with the proposed Project would include, but are not limited to, landscape maintenance equipment; vehicles travelling on the local internal roadways; use of the common open space and recreational amenities; equipment noise from HVAC equipment; trash collection; and noise emanating from private open space.

Landscaping activities would generally occur within the Project's common and private open space. Noise generated by landscaping equipment would not impact the aforementioned planned unit development due to several factors: attenuation due to the distance between the common and private open space areas and the planned unit development located to the north; the inclusion of concrete masonry unit walls along the Proposed Project Site's property lines which would obstruct the line-of-sight between the Proposed Project Site and the aforementioned receptors; and adherence to the requirements outlined in the City of San Jacinto Municipal Code, specifically Section 8.40.070 – Exemptions, K., which exempts property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of seven AM and seven PM. As such, noise impacts from the use and maintenance of the Project would be less than significant, and no mitigation is required.

Noise generated by parking activities consists of engine starts, door slams, and vehicle travel along the internal roadways. Parking-related noise is not considered to be substantial due to noise occurring in attached garages or within parking areas that are located within the interior of the proposed development. In addition, there is not a substantial quantity of vehicle trips, and they would not occur simultaneously and are composed of relatively quiet passenger vehicles. Noise associated with vehicles travelling along the internal roadways would not result in a substantial increase in noise levels at nearby residential uses due to the distance between the internal roadways and the nearest residential uses, intervening buildings, as well as relatively quiet passenger vehicles.

Noise generated within the common and private open space would include people talking, children playing, and amplified music. Noise generated within these areas would be similar to noise occurring within the planned unit development located to the north as well as to Catalpa Park located to the northeast of the Proposed Project Site. In addition, future residents would be required to adhere to Section 8.40.120 – Sound-amplifying equipment as well as other noise limits in the City of San Jacinto Municipal Code.

Noise generated by HVAC equipment is regulated by Section 8.40.140 – Heating, venting, pool/spa, and air conditioning – Special provision. The applicant would be required to obtain a permit in order to

install HVAC units. Approval of permits for HVAC units in the City is granted upon acknowledgement that the installation will meet the noise limits established in Section 8.40.050. Noise generated by trash collection would be consistent with noise generated by trash collection at adjacent residential uses. As a result, there would be a less than significant noise impact, and no mitigation is required.

Roadway Noise - General

Project-related off-site noise sources (i.e., roadway traffic noise) have the potential to increase noise levels on local roadways proximate to the Proposed Project Site. The City of San Jacinto determines whether traffic related noise impacts would occur based on the following criteria used to determine the significance of those impacts:

- Where existing traffic noise levels are within or below the "normally acceptable" noise criteria at the affected land use (see Table PS-1 of the San Jacinto General Plan), a readily perceptible 5 dBA CNEL or greater increase in roadway noise will be considered significant;
- Where existing traffic noise levels falls within the "conditionally acceptable" noise criteria at the sensitive land use, a +3 dBA CNEL or greater increase in roadway noise levels will be considered significant; and
- Where existing traffic noise levels exceed the "conditionally acceptable" noise criteria at the sensitive land use, a + 1.5 dBA CNEL or greater increase in roadway noise levels will be considered significant.

Operation of the proposed Project would result in a total of 3,952 Average Daily Trips distributed along local roadways. Traffic noise increases are due to changes in background traffic growth as well as Project related vehicle trips at the buildout year.

The noise analysis in **Appendix G** modeled a worst-case project generated traffic noise level utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated at the nearest sensitive receptor to each analyzed roadway. The modeling takes into account existing walls and barriers that reduce noise. The potential off-site noise impacts caused by an increase of traffic from operation of the Proposed Project on the nearby roadways were calculated for the following scenarios:

- Existing Year (without Project): This scenario refers to existing year traffic noise conditions.
- Existing Year (Plus Project): This scenario refers to existing year + Project traffic noise conditions

The Noise Study in **Appendix G** compares the without and with Proposed Project scenarios and shows the change in traffic noise levels as a result of the Proposed Project. The noise level at the existing residences to the east of the Proposed Project Site (off Cawston Avenue) is "normally acceptable" per the General Plan noise compatibility matrix, while the noise level at the existing residences to the north of the Proposed Project Site (off Seventh Street) is "conditionally acceptable". These residences have a wall between their yard and Seventh Street. Per Policy PS-6.3, it takes a change of 5 dBA or more to be significant for "normally acceptable" uses and a change of 3 dBA or more to be significant for "conditionally acceptable" uses. Although there is an increase in traffic noise levels, the impact is considered to have no impact as the change in noise levels will be less than the applicable threshold criteria per the General Plan.

Table 30*: Off-Site Change in Existing Noise Levels as a Result of the Project*, is provided below and identifies the roadway noise that would be generated with the Project.

Table 30: Off-Site Change in Existing Noise Levels as a Result of the Project

Roadway[1]	Segment	CNEL at Nearest Sensitive Receptor, dBA[2]				
		Existing Without Project	Existing With Project	Change in Noise Level	Noise Level Increase Threshold (dBA)	Potential Significant Impact
Cawston Avenue	East of Project Site	52.2	55.8	3.6	5.0	No
7th Street	North of Project Site	67.8	69.3	1.5	3.0	No

Notes:
1 Exterior noise levels calculated at 5 feet above ground level.
2 Noise levels calculated at the nearest sensitive receptors.

Roadway Noise – Exterior Noise Standard Comparison

Traffic noise from the local roadway network was evaluated and compared to the City's Exterior Noise Standard. Per the City's Exterior Noise Standard (Table N-2 from the City's General Plan, Noise Element), the single-family residential noise limit is 65 dBA CNEL. As shown in **Table 31: On-Site Existing Plus Project Exterior Noise Levels**, existing plus Proposed Project traffic 65 dBA CNEL noise projections from the loudest street (Seventh Street) will reach up to 133 feet from the centerline of the road. Residential yard properties are located approximately 50 feet away from the centerline of Seventh Street and have a projected noise level of 71 dBA CNEL. Existing residences along Seventh Street have a wall between Seventh Street and their yards. Therefore, for the new residences **Mitigation Measure NOI-1** to require a wall of at least 6 feet high be constructed along the borders of the Proposed Project Site must be implemented to reduce noise levels of the new residential to 65 dBA CNEL and under.

Table 31: On-Site Existing Plus Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA), No Wall	CNEL at 50 Ft (dBA), With Wall	Distance to Contour, No Wall (Ft)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Cawston Avenue	East of Project Site	67.5	61.1	34	73	158	340
Seventh Street	North of Project Site	71.4	64.9	62	133	288	619
Esplanade Avenue	South of Project Site	69.9	63.4	49	106	228	473

Noise Impacts to Off-Site Receptors Due to Stationary Sources

The nearest sensitive receptors that may be affected by project operational noise include adjacent residential uses to the north.

On-site operational noise includes transformers and HVAC units. HVAC equipment will be ground mounted in the backyards of each unit behind fences/walls. Equipment will be at least 100 feet away from the nearest residential uses to the north. The maximum sound power level from a single unit is 73 dBA. At 100 feet away, the sound pressure level a single unit is estimated to be 32 dBA. Assuming all units are running simultaneously in each unit's backyard, the sound level is 43 dBA Leq at the nearest residential receptors. The noise due to the HVAC units operating simultaneously will thus meet the City's nighttime noise level limit of 45 dBA for residential properties.

Transformers to support the Proposed Project would be no louder than 65 dBA at 6 feet, according to American National Standards Institute (ANSI) standards . Operational noise complies with the

stationary noise standards set in section 8.40.050 of the City's Municipal Code. The impact is, therefore, less than significant.

b) Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. The proposed Project would not generate or expose persons or structures to excessive groundborne vibration from the construction. The City of San Jacinto has established the following standards for vibration induced building damage: for sensitive historic structures, a vibration limit of 0.08 in/sec peak particle velocity will be used to minimize the potential for cosmetic damage to the building, while a vibration limit of 0.30 in/sec ppv will be used to minimize the potential for cosmetic damage at buildings of normal conventional construction.

Table 32: *Guideline Vibration Damage Potential Threshold Criteria*, identifies the thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual which provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 32: Guideline Vibration Damage Potential Threshold Criteria

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

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

Pile driving and blasting are generally the sources of the most severe vibration during construction. Neither pile driving nor blasting would be used during Project construction. Conventional construction equipment would be used for grading activities. **Table 33: *Vibration Levels for Construction Equipment***, summarizes typical vibration levels measured during construction activities for various vibration-inducing pieces of equipment.

Table 33: Vibration Levels for Construction Equipment

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

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

All proposed structures are at least 100 feet from any existing structures. The nearest receptors to the Proposed Project Site are the planned unit development located 90 feet to the north of the Proposed Project Site's northern property line and the dairy farm located 78 feet to the south of the Proposed Project Site's southern property line.

At a distance of 100 feet, a vibratory roller would yield a worst-case 0.046 PPV (in/sec), which may be perceptible but below any risk of damage (0.5 in/sec PPV is the threshold of old residential structures). The impact is less than significant, and no mitigation is required.

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. The Proposed Project Site is located approximately 2.5 miles north of the Hemet Ryan Airport, 11 miles east of the Perris Valley Airport, and approximately 14 miles southeast of the March Air Reserve Base. The Proposed Project Site is also located well outside the existing and projected 65-dBA CNEL noise contour of either of these airports. The Proposed Project Site is not located within the vicinity of a private airstrip. Aircraft overflights do not significantly contribute to the noise environment at the Proposed Project Site, and the Project would not expose future residents to excessive noise levels. There would be no impact.

4.13.4 Mitigation Measures

NOI-1 A 6-foot-high masonry wall, constructed to City standards, must be installed along the Project boundaries, between the planned residential units and West Seventh Street, Cawston Avenue and W Esplanade Avenue to ensure residential exterior noise standards would be met for the new residential units planned along those streets.

4.13.5 Conclusion

Implementation of **Mitigation Measures NOI-1** would reduce potential impacts of the Proposed Project associated with Noise to less than significant.

4.14 Population and Housing

4.14.1 Environmental Setting

4.14.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
POPULATION AND HOUSING: Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

Discussion

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less Than Significant Impact. The Proposed Project would construct 419 single family units. Based on the City of San Jacinto average household size of 3.45 persons per household (according to the EMWD UWMP which utilized SCAG 2020 Local Profile for the City of San Jacinto), the Project would generate approximately 1,445 new residents. Based on the 2024 RTP/SCS, the City of San Jacinto included 53,400 people in 2019 and anticipated growth to 69,090 people by 2050.[10] The proposed Project would represent 9.2 percent of the growth between 2019 to 2050, which would be within the anticipated growth for the City as projected by SCAG, and would not constitute a significant increase.

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

Less Than Significant. The Proposed Project Site currently consists of two occupied residential units that are associated with the existing on-site farm. As such, construction of the Project would displace the residences currently located on-site. However, based on the average persons-per-household rate of 3.45 the existing residences would have a maximum of 7 persons. Displacement of approximately 7 persons would not necessitate the construction of replacement housing elsewhere. Further, the occupants are expected to relocate to another location associated with the owner's operations. Additionally, based on the vacancy rate for San Jacinto of 5.0 percent (US Census), there would be

10 Southern California Association of Governments (SCAG). April 4), Connect SoCal: Demographics and Growth Forecast Technical Report. Los Angeles, CA: SCAG. https://scag.ca.gov/sites/default/files/2024-05/23-2987-tr-demographics-growth-forecast-final-040424.pdf, as accessed 11/11/24. Per the SCAG Connect SoCal 2024, Demographics and Growth Forecast and Technical Report, a rough estimate of the future jurisdiction-level population based on Connect SoCal's household forecast can be derived using a county-level Population to Housing ratio from the appropriate County's forecast and applying it to a jurisdiction's future household growth. Riverside County's 2050 Population (2,992,000 people) to 2050 Housing (1,062,000 households) ratio would be 2.82. When applied to the City's 2050 Housing numbers (24,500 households), the City's approximate 2050 population growth would be 69,090 people.

sufficient replacement residences available for rent or purchase in the immediate area that are equivalent to the displacement properties. Therefore, the Project would not result in significant impacts related to displacement of housing and associated residents, and no replacement housing is required. No mitigation is required.

4.14.3 Mitigation Measures

No mitigation measures associated with impacts to Population and Housing apply to the Proposed Project.

4.14.4 Conclusion

Potential impacts of the Proposed Project associated with Population and Housing would be less than significant, and no mitigation would be required.

4.15 Public Services

4.15.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Recreation/Parks?			X	
Other public facilities?			X	

Discussion

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Fire Protection

Less Than Significant Impact. The Riverside County Fire Department (RCFD) would provide fire protection service for the Proposed Project Site. The closest fire station to the Proposed Project Site is Fire Station 78 located at 2450 Cottonwood Avenue, approximately 0.78 miles from the Proposed Project Site (RCFD 2023). As discussed in Section XIV. Population and Housing, the Project would increase the local population by approximately 1,453 residents, which would likely increase the demand for fire protection services, including administrative tasks associated with approval and construction of the Project (e.g., building plan check) and response to fire service calls once the Project is occupied. However, this increase in demand for fire protection services is not expected to independently require the construction of new or alteration of existing fire protection facilities to maintain an adequate level of fire protection service to the Project area. In addition, the Project would be required to comply with all fire protection measures in accordance with the Riverside County Ordinances, 2022 California Fire Code (CFC) and any additional recognized fire protection standards, which would also minimize demand for fire protection services. The Project plans would be subject to review and approval by the RCFD, which would ensure that adequate emergency access, fire hydrant availability, and sufficient capacity for fire flows would be provided in compliance with all applicable codes and standards.

Police Protection

Less Than Significant Impact. The Riverside County Sheriff's Department (RCSD) would provide police protection service for the Proposed Project Site. The San Jacinto Station is located at 160 West 6th Street, which is approximately 3.5 miles east of the site. As discussed in Section XIV. Population and Housing, the Project would increase the local population by approximately 1,453 residents, which would likely increase the demand for police protection services. However, this increase in demand for

police protection services is not expected to independently require the construction of new or alteration of existing police protection facilities to maintain an adequate level of police protection service to the Project area. Additionally, Project plans would be reviewed and approved by the City and RCSD to ensure adequate safety and crime prevention measures are provided. The Project would provide safety design features such as fences around the site perimeter and security lighting throughout the Proposed Project Site. The Developer would be responsible for the payment of development impact fees and would generate taxes to fund existing and future Sheriff's Department facilities. Additionally, the Project would be required to comply with the Sheriff's Department Code standards. Therefore, no physical impacts associated with the provision of police protection services to the proposed Project would occur. A less than significant impact would occur, and no mitigation is required.

Schools

Less Than Significant Impact. The Hemet Unified School District (HUSD) would provide school services for the Proposed Project Site. The Proposed Project Site is located within the boundary areas for Cawston Elementary School located at 4000 West Menlo Avenue (grades T–5), Rancho Viejo Middle School located at 985 North Cawston Avenue (grades 6–8), and Tahquitz High School located at 4425 Titan Trail (grades 6–12). The number of students that would result from the proposed Project's 419 single family units is shown in **Table 32: *Proposed Student Generation*** and is based on HUSD's student generation rates that were provided as part of the document preparation identified in Section 1.3 of this document.

Table 34: Proposed Student Generation

School Level	School Name/Location	Student Generation Rate	Total Students Generated
Elementary	Cawston Elementary School 4000 West Menlo Avenue	0.2111	88
Middle School	Rancho Viejo Middle School 985 North Cawston Avenue	0.1079	45
High School	Tahquitz High School 4425 Titan Trail	0.1625	68
Total Students			**201**

The HUSD includes a student population of approximately 22,091 pre-Kindergarten through twelfth grade students for the 2021/2022 school year. The school facilities have an available capacity of 22,588 students total, with middle schools currently in a capacity deficit and a remaining capacity of 497 students for 2021/2022. As the Project would generate 201 students and the HUSD has available capacity, the Project would have a less than significant impact. However, the Project would be required to pay all applicable school developer fees, that would be used for future facility improvements necessary to ensure adequate levels of service. Developer school fees are considered full and complete school facilities mitigation pursuant to SB 50. Therefore, no physical impacts associated with the construction of new or physical improvements to existing school would be required. A less than significant impact would occur, and no mitigation is required.

Recreational/Parks

Less Than Significant Impact. The City of San Jacinto has over 170 acres of public parks and common areas which comprise 36 parks. Parks located within one mile of the Proposed Project Site include Terrazzo Park, Catalpa Park, Tamarisk Park, Parkside Village, and Ward Park, with a multitude of public

amenities such as grassy areas, sports areas, and children's play structures. In addition to City parks and recreational amenities, the Project would include development of four lettered lots totaling 6.6 acres that would serve as both stormwater bioretention basins and park space with shade structures, barbecue space, walkways that connect to the sidewalks, and picnic areas. A pickleball court is planned in the northwest portion of the Project.

In addition, the Project would be required to comply with the Quimby Act, which allows local governments to exact funding for parks from developers of residential subdivisions, through the dedication of parkland or in-lieu fees, or both. The City implements the Quimby Act, which requires parkland dedication of 3 acres per 1,000 residents or an in-lieu fee payment as a required condition of approval for a residential subdivision. As the Proposed Project is projected to increase the population by approximately 1,453 people, the Project is required to provide a minimum of 4.4 acres of parkland in accordance with the Quimby Act.

Additionally, SJMC Section 16.75.060 *Formula for dedication of land* identifies the City's formula by which parkland is to be dedicated. The amount of land to be provided is determined pursuant to the formula using 0.0156 acres per dwelling unit. As the Proposed Project is projected to build 419 single family units, the Proposed Project would be required to provide 6.6 acres of parkland.

The Proposed Project includes development of four lettered lots totaling approximately 6.6 acres that would serve as both stormwater bioretention basins and park space for the residents, which meets the requirements of both the Quimby Act and the City's Municipal Code. The Project would also be subject to Developer Impact Fees fund existing facilities or provide new facilities within the City. Therefore, no new construction or physical improvements to City park facilities would be required. Therefore, no physical impacts associated with the provision of new or improved park facilities would occur. A less than significant impact would occur, and no mitigation is required.

Other Public Facilities

Less Than Significant Impact. Other public facilities within the Project vicinity includes libraries. The Riverside County Library System provides library services to the City through the San Jacinto Library located at 595 South San Jacinto Avenue. The Riverside County Library System provides a wide range of electronic and digitized resources that do not require physical library space. As discussed in Section XIV. Population and Housing, the Project would increase the local population by approximately 1,453 residents, which would likely increase the demand for library services within the area. However, the Project would be required to pay applicable development impact fees, including library fees, that are anticipated to offset the Project's potential increased demand for other public facilities include libraries. As such, the Project would not require the construction of new or alteration of existing library facilities, and no physical impacts would result. There would be a less than significant impact, and no mitigation is required.

4.15.2 Mitigation Measures

No mitigation measures associated with impacts to Public Services apply to the Proposed Project.

4.15.3 Conclusion

Potential impacts of the Proposed Project associated with Public Services would be less than significant, and no mitigation would be required.

4.16 Recreation

4.16.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
RECREATION: Would the project:				
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?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Discussion

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?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. As stated above, the City of San Jacinto would provide park facilities for the Proposed Project Site and has over 170 acres of public parks and common areas which comprise 36 parks. According to the City's General Plan, parks located within 1 mile of the Proposed Project Site include Terrazzo Park, Catalpa Park, Tamarisk Park, Parkside Village, and Ward Park, as shown in **Table 35: *Parks Located Within One Mile of the Project Site***.

Table 35: Parks Located Within One Mile of the Project Site

Park Name	Amenities	Distance from Proposed Project Site
Terrazzo Park	Grassy area, shade pavilion, picnic tables, public grills, two play structures	0.3 mile
Catalpa Park	Grassy area	0.3 mile
Tamarisk Park	Grassy areas, shady pavilion, curbside parking, drinking fountains, ADA accessible, two play structures, public grills, picnic benches, and half-court basketball pads	0.8 mile
Ward Park	ADA compliant, grassy areas, Sandy ground play structure, shade pavilion, picnic benches, two half-court basketball pads	0.8 mile
Parkside Village	ADA accessible, street parking, gazebo, playground/play structure, picnic benches, basketball court	0.9 mile

As shown in **Table 35**, there are several existing park sites that provide recreation opportunities within one mile of the Proposed Project Site. There are additional parks located within approximately two miles of the Proposed Project Site, including Stoney Mountain Park, the Cove

Park, Pomegranate Park, and Colonial Golf and Country Club. Based on this relatively diverse array of available recreational facilities within the City, the Project is not expected to introduce a new resident population that would substantially overwhelm and/or deteriorate park facilities. In addition, the Project would include development of four lots that would serve as both stormwater bioretention basins and park space with covered picnic areas, barbecues, walkways that connect to the sidewalks, and a pickleball court in the northwestern area of the Project Site. These public spaces are in addition to the private spaces such as front yards and backyards that each of the home sites would be developed with. These onsite park facilities would reduce the Project's demand for existing park facilities in the City and would further encourage new residents to utilize onsite facilities as opposed to public facilities outside the planned community.

In addition, the Project would be required to comply with the Quimby Act, which allows local governments to exact funding for parks from developers of residential subdivisions, through the dedication of parkland or in-lieu fees, or both. The City implements the Quimby Act, which requires parkland dedication of three (3) acres per 1,000 residents or an in-lieu fee payment as a required condition of approval for a residential subdivision. As discussed in Section 4.15.1 "Public Facilities – Recreation/Parks," parks for the anticipated 1,453 residents of the Proposed Project are planned in the four lettered lots that would serve as both stormwater bioretention basins and park space; the lots total 6.6 acres, which meets the requirements of both the Quimby Act and the City's Municipal Code. Therefore, the increase in 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 is less than significant.

The Project would also be subject to Developer Impact Fees to fund existing facilities or provide new facilities within the City. The Project would not significantly increase the use of existing recreation facilities or require the construction or expansion of recreational facilities, and impact would be less than significant. No mitigation is required.

4.16.2 Mitigation Measures

No mitigation measures associated with impacts to Recreation apply to the Proposed Project.

4.16.3 Conclusion

Potential impacts of the Proposed Project associated with Recreation would be less than significant, and no mitigation would be required.

4.17 Transportation

4.17.1 Traffic Impacts Terminology

This analysis is based on technical studies that were prepared for the currently proposed Project, including a revised trip generation and a vehicle miles traveled analysis that was prepared for the previously proposed Project (**Appendix H - *Chacon Farms Trip Generation Analysis, City of San Jacinto*, TJW Engineering, September 17, 2024, with *Chacon Farms Draft Transportation Impact Study*, Psomas, March 2024**).

The revised Trip Generation Analysis prepared September 17, 2024 (**Appendix H**) identified that the trip generation analysis for the currently proposed Project would generate a total of 294 AM peak hour trips, 394 PM peak hour trips, and 3,952 daily trips. It should be noted that a Draft Transportation Impact Study for the Proposed Project was conducted in March 2024 (**Appendix H**). The March 2024 study evaluated the previous higher intensity project and determined that, that the Proposed Project would generate a total of 364 AM peak hour trips, 454 PM peak hour trips, and 5,223 daily trips. As the currently proposed Project now generates fewer trips, the findings and conclusion of the March 2024 study would remain and be considered conservative.

4.17.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
TRANSPORTATION: Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			X	
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?			X	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
d) Result in inadequate emergency access?			X	

Discussion

a) Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?

Less Than Significant Impact.

The Project is primarily guided by the following transportation-related programs and plans, including the Riverside County General Plan Circulation Element (County of Riverside 2020); WRCOG Active Transportation Plan (WRCOG 2018); City of San Jacinto General Plan Mobility Element (City of San Jacinto 2022a); and the City of San Jacinto Trails Master Plan (City of San Jacinto 2018). These programs and plans discuss existing transit, roadways, bicycle, and pedestrian facilities within the County and City, analyzed further below.

Transit

There are no transit services located within the immediate vicinity of the Project (Psomas 2024b). The closest bus stop to the Proposed Project Site is located 2.5 miles east of the Proposed Project Site at the intersection of Esplanade Avenue/State Street. This bus stop serves Riverside Transit Agency (RTA) Line 44. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. The Project's conformity with the above-mentioned plans is described below:

Riverside County General Plan Circulation Element

The Riverside County General Plan Circulation Element outlines the necessary multi-modal transportation system components and provides tools to assist with development and implementation of the transportation system. The Circulation Element is structured to effectively implement the goals and policies identified by the General Plan. The Circulation Element also reflects citizens' and decision makers' desires to provide transportation mobility and quality access to existing and future residential, recreation, and employment uses as defined in the Land Use Element.

The intent of the General Plan Circulation Element is to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally, and financially sound, accessible, and coordinated with the Land Use Element. It is important to design and implement a multi-modal transportation system that will serve projected future travel demand, minimize congestion, achieve the shortest feasible travel times and distances, and address future growth and development in Riverside County (County of Riverside 2020).

The Project is consistent with the goals of the Riverside County General Plan Circulation Element since the Project would provide multi-modal improvements such as bicycle infrastructure and sidewalks which would facilitate greater access to the bus stop located at the intersection of Esplanade Avenue/State Street.

WRCOG Active Transportation Plan (ATP)

The WRCOG, with the assistance of Fehr and Peers, published its Active Transportation Plan (ATP) in 2018 with the purpose of enhancing non-motorized infrastructure throughout the region. The goal of the WRCOG is to develop a robust network for people who choose or need to walk and/or bike. The ATP serves as a resource for WRCOG member jurisdictions and stakeholders to help identify important active transportation facilities they would like to see in their community and provides guidance on how each individual project can be achieved.

The Project is consistent with the following Active Transportation Efforts.

RTA First/Last Mile – The RTA First Mile-Last Mile Mobility Study (RTA Study) was released in 2017 to identify ways to improve access to and from bus stops throughout the region. Public transportation rarely stops at the passenger's origin or destination, and transit users have to rely on other modes to get to their desired locations. These trips, whether it is walking, biking, or ridesharing, are referred to as "first and last mile" journeys.

The goal of the RTA study is to identify challenges and offer solutions to passengers who have to travel to and from their bus stops. By improving these "first mile-last mile" trips, RTA hopes to increase both transit ridership and the livability of the region. The study takes note of the barriers that currently exist and provides solutions in removing the barriers. These could include unsafe pedestrian crossings, lack of walkways, and ADA accessibility issues. Some of

the solutions that can be implemented include, new bicycle infrastructure, improved lighting, shade, and seating, and improved wayfinding to transit stations. The active transportation facilities identified in the proposed ATP network should help to overcome some of the barriers that currently exist in the region. The Western Riverside County ATP and RTA First Mile-Last Mile report are important tools for encouraging investment in improving active transportation infrastructure.

The Project is consistent with WRCOG efforts to expand first/last mile connections since the Project would provide new sidewalks along Seventh Street, Cawston Avenue, and Esplanade Avenue. In addition, the City of San Jacinto identified the segments of Seventh Street and Cawston Avenue adjacent to the Proposed Project Site as roadways suited for Class II (buffered) Bicycle Lanes. The Project Applicant would be responsible for paying all development impact fees prior to the issuance of building permits for the purpose of ameliorating the impacts caused by new development on the City's infrastructure. Fees are used to finance the acquisition, construction, and improvement of public facilities needed as a result of this new development. The payment of development impact fees may assist the City in providing the bicycle facilities that are proposed for Seventh Street and Cawston Avenue.

City of San Jacinto General Plan Mobility Element

The Mobility Element of the City of San Jacinto General Plan provides the framework for decisions concerning the city's multimodal transportation system, which includes roadway, transit, bicycle, and pedestrian modes of travel. The Mobility Element provides for coordination with the Riverside County Transportation Commission, which serves as the coordinating agency for transportation funding for Riverside County. The Project is consistent with the following policies:

M-2.4 Public Transit. Promote public transportation programs that effectively serve the City's residents and workers by connecting users to local and regional destinations, including jobs, recreation, retail, and other activity centers.

M-3.3 Multimodal Connectivity. Link commercial development, employment centers, public facilities, and community parks and open spaces to transit and active transportation facilities and trails, wherever feasible.

M-3.4 New Development. Encourage Specific Plans and Planned Developments to include well-developed and funded multimodal transportation facilities.

M-6.4 New Development. Work with developers to reduce greenhouse gas emissions and minimize congestion related to new development through improvements to the circulation system and on-site improvements that encourage non-vehicular modes of travel.

The Project would include bicycle parking and new sidewalks which would provide greater access to various bus lines serving the City. In addition, development impact fees paid by the Applicant could be utilized by the City to provide the bicycle lane improvements proposed in the City's Mobility Element.

City of San Jacinto Trails Master Plan (TMP)

The City of San Jacinto Trails Master Plan (TMP) was released in November of 2018 with the intent on summarizing the City's existing trail and multi-modal conditions in order to develop project recommendations that make multi-modal transportation safe and enjoyable options. The TMP was created with input from the community, stakeholders, and City staff as a tool to

facilitate future grant efforts and public/private partnerships. As a result, the TMP can help to improve the quality of life for all who live, work, and play in San Jacinto. The TMP establishes a system of corridors by incorporating walking, biking, and multi-use paths (trails) within San Jacinto's streets and open space. Additionally, the plan provides recommendations on how to successfully implement and maintain the proposed corridor improvements. The TMP takes into consideration the City's General Plan and numerous past and on-going planning projects. By incorporating community feedback into the plan, the TMP also recommends facilities in places where people need them the most (City of San Jacinto, General Plan).

With regard to bus services, the TMP identified the following recommendation for Seventh Street: install enhanced crosswalks and bus shelters at the intersection of Seventh Street/State Street.

As mentioned previously, the Project Applicant would be required to pay development impact fees prior to the issuance of a building permit. These development impact fees may be utilized by the City to provide bus shelters at deficient bus stops.

Roadways

Within a local context, the Proposed Project Site is bound to the north by Seventh Street, to the south by Esplanade Avenue, and to the east by Cawston Avenue. The Project would provide roadway dedications for Seventh Street, Esplanade Avenue, and Cawston Avenue to help facilitate future roadway widening efforts. The inclusion of roadway dedications would assist the City in their attempt to ensure the aforementioned roadways are consistent with their designated roadway classifications (both Seventh Street and Cawston Avenues are classified as Major Roadways in the City's General Plan Mobility Element, while Esplanade Avenue is classified as an Arterial). Currently, none of the aforementioned roadways are consistent with their roadway classifications. All three street segments abutting the Proposed Project Site feature one lane of travel in each direction and are narrower than the typical right-of-way width permitted in the General Plan Mobility Element. As such, the Project would not conflict with any programs, plans, or ordinances addressing roadway facilities serving the Proposed Project Site.

Bicycle and Pedestrian Facilities

As indicated previously, the City's General Plan Mobility Element identifies Seventh Street and Cawston Avenue for potential bicycle lane improvements (the installation of Class II bicycle lanes along both roadways). In addition, the WRCOG ATP and County of Riverside General Plan Circulation Element contain numerous policies and strategies related to expanding bicycle and pedestrian facilities in which the Project would comply with. Lastly, the City's TMP contains recommendations requesting general bicycle and pedestrian network improvements. These improvements would help provide access to multi-use paths and trails as well as to bus stops located throughout the City.

There are no sidewalks located along the Project frontage. However, there are existing sidewalks along Cawston Avenue north of Seventh Street and south of Esplanade Avenue. In addition, there is an existing sidewalk along the north side of Seventh Street across from the Proposed Project Site. The Project would not conflict with the City's Mobility Element, the WRCOG ATP, the County Circulation Element, or the City TMP, as the Project would provide bicycle storage facilities and improve pedestrian facilities along Seventh Street, Cawston Avenue, and West Esplanade Avenue. As such, the Project would not conflict with any programs, plans, or ordinances addressing bicycle and pedestrian facilities serving the Proposed Project Site.

Therefore, there would be a less than significant impact, and no mitigation measures are required.

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

Less Than Significant Impact. The Governor's Office of Planning and Research published its Technical Advisory on Evaluating Transportation Impacts in CEQA (Technical Advisory). Based on OPR's Technical Advisory, projects located within low VMT generating traffic analysis zone (TAZ) may be presumed to have a less than significant VMT impact. This presumption may not be appropriate if the Project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips. To qualify as a low VMT generating TAZ under the Technical Advisory recommendations, residential land uses in the TAZ would have to generate VMT per resident that is 15 percent or more below baseline conditions compared to the citywide or regionwide average. Office land uses would have to generate VMT per worker that is 15 percent or more below baseline conditions compared to the regionwide average. To assist lead agencies in western Riverside County with SB 743 implementation, the WRCOG with support from SCAG, developed implementation guidance and a VMT impact screening tool. The WRCOG screening tool can be set up to use the Technical Advisory or any lead agency preferred threshold. The default setting in the tool defines low VMT generating TAZs as those that generate total VMT per service population less than the base year (2012) model jurisdictional average.

As stated in the Transportation Impact Study (TIS), included as **Appendix H**, per the WRCOG VMT screening tool, the Project is located within a low VMT generating TAZ. In addition, the Project is consistent with other uses in the TAZ as the northern half of the TAZ is a developed single-family residential neighborhood. Therefore, as the Project meets the screening criteria, the proposed Project is presumed to result in a less than significant impact for VMT. Therefore, no further VMT analysis is required (**Appendix H**). As such, there would be a less than significant impact, and no mitigation measures are required.

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

Less Than Significant Impact. Based on the Site Access Analysis provided in the TIS (**Appendix H**), the Project would have three access points: one on Seventh Street to the north, one on Cawston Avenue to the east, and one on Esplanade Avenue to the south. Two of the driveways are expected to operate with one-way stop controls, while the driveway proposed at Karpick Street would be controlled by a two-way stop. The access points would not be gated. As stated in the TIS, there are no major existing concerns with sight visibility, which would also be verified and maintained throughout the design and construction process.

Additionally, the Project volumes at the north and east driveways would not reach 50 peak hour right turns, so no right turn lanes would be needed, with the assumption that left turn lanes would be provided at all three driveways. In addition, although the peak hour right turn volume (westbound) at the south driveway would exceed 50 vehicles, it was not assumed that a right turn lane would be provided because Esplanade Avenue will be widened to a four-lane roadway as part of the City's Capital Improvement Plan.

The Traffic Signal Warrant Analysis provided in the TIS was provided to determine the potential need for installation of a traffic signal at an otherwise unsignalized intersection. As concluded by the TIS, there are two, all-way stop controlled intersections (the intersections of Seventh Street/Lyon Avenue and Esplanade Avenue/ Kirby Street) that are expected to fail in the opening year with or without the Project. Both the Seventh Street/Lyon Avenue and Esplanade Avenue/Kirby Street intersections are expected to meet the peak hour signal warrant, and traffic signals are recommended to be installed at both located to improve operations to an acceptable level. As shown in **Table 34: *Fair Share Percentage Calculations for Required Traffic Signals***, the Project would be responsible for 17 percent of the

Seventh Street/Lyon Avenue traffic signal cost and 11 percent of the Esplanade Avenue/Kirby Street traffic signal cost.

Table 36: Fair Share Percentage Calculations for Required Traffic Signals

Intersection	Peak Hour	Project Volumes	Future Development Volumes	Project Fair Share
Seventh Street/Lyon Avenue	AM	55	276	17 percent
	PM	68	330	17 percent
Esplanade Avenue/Kirby Street	AM	55	430	11 percent
	PM	68	566	11 percent

Source: Appendix H

Sidewalks would be provided throughout the site and would connect to the existing external roadways. Additionally, the Project would not interfere with the existing or planned bicycle network.

Overall, the Project would incorporate all recommendations outlined in the TIS, including verification and maintenance of sight visibility during the design and construction process and the payment of fair share fees to ameliorate the deficient off-site intersections described in Table 34. The Project Applicant would be required to pay requisite fees consistent with the City's requirements. With incorporation of all recommendations provided by the TIS, the Project would not substantially increase hazards due to a geometric design feature or incompatible use. Therefore, impacts would be less than significant, and no mitigation is required.

d) Would the project result in inadequate emergency access?

Less Than Significant Impact. Construction activities for the Project, including staging and worker parking, would occur on site. The Project may temporarily alter traffic patterns along Cawston Avenue, Esplanade Avenue, and Seventh Street during construction. However, the Project would not completely close the aforementioned streets at any point. The Project would comply with all conditions set forth in the required Project-specific TCP, which would be reviewed and approved by the City prior to initiation of construction activities. Therefore, with implementation of the required TCP, the temporary closure of a few lanes along Cawston Avenue, Esplanade Avenue, and Seventh Street would not result in a significant interference of emergency access during construction. It is important to note that the Project would be subject to review by the Building Division and RCFD to ensure compliance with building and fire codes. The Project would not work within the public right-of-way without undergoing proper review through the Engineering department, which would require an Encroachment Permit. Therefore, the Project would have less than significant impacts regarding interference with emergency response or evacuation plans during construction, and no mitigation is required.

In the long-term, the Project would provide primary vehicular ingress and egress points to and from the Proposed Project Site via three driveways. These driveways could be utilized for emergency response to the site and for emergency evacuation of the site. Operationally, the Project would not affect emergency response or emergency evacuation of adjacent land uses. The Project would incorporate all recommendations provided by the TIS, including the maintenance of the sight triangles (line-of-sight) at the three access points, discussed further above. Therefore, the Project would have less than significant impacts regarding interference with emergency response or evacuation plans during operation, and no mitigation is required.

Therefore, impacts are less than significant, and no mitigation is required.

4.17.3 Mitigation Measures

No mitigation measures associated with impacts to Transportation apply to the Proposed Project.

4.17.4 Conclusion

Potential impacts of the Proposed Project associated with Transportation would be less than significant, and no mitigation would be required.

4.18 Tribal Cultural Resources

City of San Jacinto AB 52 Tribal Consultation

On February 22, 2024, the City of San Jacinto notified via email the following tribal entities of the Project and requested a timeframe in which to request consultation in accordance with AB52 and SB18. The following summarizes the results of the AB52 consultation.

- Soboba Band of Luiseño Indians (SBLI). Result: Mitigation measures requested to manage unanticipated tribal resources. Consultation concluded.
- Rincon Band of Luiseño Indians. Result: No potential tribal resources. Consultation concluded.
- Yuhaaviatam of San Manuel Nation. Result: the Project site was outside of Serrano ancestral territory. Consultation concluded.
- Agua Caliente Band of Cahuilla Indians (ACBCI). Result: Letter dated February 26, 2024 requested formal consultation and more information identified in the Cultural Resources Report. Letter received April 21, 2025 stating the Project site is outside of the boundaries of the ACBCI Reservation, but within the tribe's traditional use area. ACBCI deferred to Soboba for this Site. Consultation concluded.

4.18.1 Environmental Setting

The subject property is currently occupied by Chacon Farms and Bruno Ranches for residential and agricultural use. The study area is within the ancestral territory or traditional use territory occupied by Luiseño Indians, Serrano Indians. And Cahuilla Indians. Ancestral territory describes land inhabited by a group for generations, indicating a longstanding historical association. Traditional territory refers to the geographic area that an Indigenous nation or group historically used or occupied for activities such as hunting, fishing, gathering, and spiritual practices.

4.18.2 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
TRIBAL CULTURAL RESOURCESNOISE: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

Less Than Significant Impact With Mitigation Incorporated. According to PRC Chapter 2.5, Section 21074, tribal cultural resources are sites, features, places, cultural landscapes, sacred places, and items with cultural value to a California Native American tribe that are either included or determined to be eligible for inclusion in the California Register of Historical Resources or included in a local register of historical resources as defined in Section 5020.1.

There were no resources that were identified as eligible for listing to the California Register of Historic Places within or near the Project site according to the cultural resources assessment (**Appendix C**). Therefore, there would be no impact to known tribal cultural resources. However, the Soboba Band of Luiseño Indians informed the City during the tribal consultation process that the Proposed Project area exists within their ancestral territory and, therefore, is of interest to the SBLI. The SBLI requested that **Mitigation Measure TCR-1**, located at the end of this section, as well as CUL-2, located in Section 4.5.3 of this document, be made a part of the project/permit/plan conditions to protect for unidentified resources.

b) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a 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?

Less Than Significant Impact With Mitigation Incorporated. The Project has no resources that have been identified as significant within or near the Project site. Ground-disturbing activities, however, do have the potential to uncover unanticipated tribal cultural resources.

There are no resources that have been identified as eligible for listing to the California Register of Historic Places within or near the Project site. As discussed above, the Mitigation Measure TCR-1 would be implemented to avoid potential impacts to tribal cultural resources that may be unearthed by Project construction activities.

4.18.3 Mitigation Measures

TCR-1 Prior to grading permit issuance, the developer shall enter into a Treatment and Disposition Agreement (TDA) with the Soboba Band of Luiseño Indians to address treatment and disposition of archaeological, or Tribal Cultural Resources and human remains associated with the Soboba Band of Luiseño Indians that may be uncovered or otherwise discovered during ground-disturbing activities related to the project, if monitoring deemed necessary by Soboba Band of Luiseño Indians. The TDA will establish provisions for tribal monitoring and shall be submitted to the Planning Division once it has been executed.

4.18.4 Conclusion

Implementation of **Mitigation Measure TCR-1** and **Mitigation Measure CUL-2** would reduce potential impacts of the Proposed Project associated with Tribal Cultural Resources to less than significant.

4.19 Utilities and Service Systems

4.19.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
UTILITIES AND SERVICE SYSTEMS: Would the project:				
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?			X	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
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?			X	
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?			X	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	

Discussion

a) Would the project require or result in 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?

Less than Significant Impact. The Proposed Project Site would be serviced by the existing electric lines, gas lines, wastewater and water lines within the vicinity of the Proposed Project Site.

Water Facilities

Water service would be provided to the Proposed Project Site by EMWD via proposed looped network lateral connections to the existing water mains in Cawston Avenue North, West Esplanade Avenue, and West Seventh Street. The Project has been preliminarily sized to meet the minimum design water pressure of 50-psi at each proposed service point of connection and a 20-psi residual pressure for fire flows. As such, the Project would not require the relocation or new or expanded public water facilities to be built. Water mains for the Project would be connected to the existing City water mains. Therefore, there would be a less than significant impact, and no mitigation is required.

Wastewater Treatment Facilities

Wastewater generated from the Proposed Project Site is collected by the City's local wastewater collection system, which consists of approximately 178 miles of main sewer lines and access to the collection system is provided with 2,772 manhole locations. All City sewage is transferred to the EMWD sewer treatment plant – San Jacinto Valley Regional Water Reclamation Facility.

Under the developed condition, the Project wastewater flows would be collected via a proposed sewer system and would be conveyed to EMWD's sewer treatment plant. The Project's proposed sewer collection system has been preliminarily sized to convey the sewer flow through a proposed 8-inch sewer main line via gravity from the southern to the northeast corner of the Proposed Project Site. A proposed lift station would move wastewater from the proposed 8-inch main line to a proposed 10-inch sewer main line to be constructed within Seventh Street. The proposed 10-inch sewer main line would then connect to an existing 24-inch gravity sanitary sewer running north in Cawston Avenue North and then east on West Seventh Street. The Project has been designed to be a self- contained system that does not anticipate any future sewer input from other sources. As such, the Project would not require the relocation or new or expanded public wastewater facilities to be built. Sewer lines for the Project would be connected to existing City sewer lines. Therefore, there would be a less than significant impact, and no mitigation is required.

Stormwater Drainage Facilities

The City owns and maintains roadway and neighborhood storm drain collection systems. There is no formal drainage infrastructure in the immediate vicinity of the Project Site except roadside ditches and curb and gutter on fully improved roads.

The Proposed Project Site would be developed with associated improvements including streets and graded slopes. The runoff from the developed condition would be collected into an on-site storm drain system and flow to the northwest corner of the Proposed Project Site, mimicking the pre-developed drainage pattern. In the proposed post-developed condition, the existing detention basin would be regraded and expanded to serve as a stormwater detention basin. In addition, a submerged pump would be installed at the north side of the basin to send the treated stormwater into Cawston Avenue where water would be conveyed west and off-site and continue down Seventh Street via roadside swale or gutter flow and into the existing City stormwater system, as under existing conditions. As such, the Project would not require the relocation or new or expanded public storm drain facilities to be built. Therefore, there would be a less than significant impact, and no mitigation is required.

Dry Utilities

Electricity, natural gas, and telecommunications services are provided to the Proposed Project Site by San Jacinto Power, SoCalGas Company, and Frontier/Verizon/AT&T, respectively.

The Proposed Project's projected electricity usage is shown in this document, Section 4.6, *Energy*. Electricity would be provided to the Proposed Project Site to supply 100 percent of the Project's anticipated power demand via an existing off-site distribution network and continued underground on-site. The Project would not include connection to any natural gas service. Additionally, the Project would connect to existing telecommunications lines in the Project vicinity including telephone, cable television, and internet services. Payment of standard utility connection fees and ongoing user fees would be required to ensure these utility services would be able to accommodate the proposed development. As such, the Project would not require the relocation or new or expanded public dry utility facilities to be built. Therefore, there would be a less than significant impact, and no mitigation is required.

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

Less than Significant Impact. As stated in the EMWD 2020 UWMP, the EMWD has the ability to meet current and projected water demands through 2045 during normal, historic single-dry and historic multiple-dry year periods using imported water from the Metropolitan with existing supply resources. Planned local supplies will complement imported supplies and improve reliability for EMWD and the region, and although the EMWD will continue to rely on imported water from Metropolitan as the main source of supply for its retail and wholesale customers, the EMWD would also utilize local supplies and water conservation to manage supply and demand. A Water Supply Assessment will be prepared to document the availability of adequate supplies in combination with other anticipated development in the service area.

Please refer to the discussion under Hydrology, Section 4.10 of this document. As discussed in Section 4.10, the Proposed Project is anticipated to utilize approximately 202 AFY of water from EMWD. Based on the projected water demand for single-family residential units within EMWD's retail service area in 2025 at 8,500 AFY, and in 2045 at 10,600 AFY, it is anticipated that the 202 AFY demand by the Proposed Project can be accommodated into the future, particularly given that the overall available total gross water use is anticipated to be 145,930 AFY in 2025, and 187,100 AFY in 2045. The available water supply within EMWD's retail service area is anticipated to be greater than the demand for water in the future, which indicates that EMWD has available capacity to serve the Proposed Project. As such, given that EMWD's 2020 Urban Water Management Plan indicates that the water district anticipates sufficient water supply will be available to serve the Proposed Project's daily/annual demand, the Proposed Project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Therefore, the Proposed Project is anticipated to have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. Impacts are less than significant, and no mitigation is required.

c) *Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?*

Less than Significant Impact. Municipal wastewater is delivered to the one of EMWD's five regional water reclamation facilities which treat 46 million gallons of wastewater per day (MGD). EMWD is responsible for the collection, transmission, treatment, and disposal of wastewater within its service area, which includes portions of the City of San Jacinto, California. EMWD's San Jacinto Valley Regional Water Reclamation Facility (SJVRWRF) treats approximately 7 MGD of wastewater and has capacity of 14 MGD, and an ultimate capacity of 27 million gallons per day[11]. Based on a sewer generation rate of 43 gallons per day per capita,[12] the Proposed Project is estimated to generate approximately 62,135 gallons per day (GPD) of wastewater (1,445 x 43 gpcd = 62,135 GPD) and represents less than 0.6 percent of the 7 MGD available wastewater treatment capacity at the SJVRWRF. Furthermore, given that there are commercial and industrial uses served by EMWD for wastewater collection, the consideration of wastewater generated on gallons per capita per day basis tends to overestimate demand for residential uses. Regardless, given the available capacity at the SJVRWRF, it is anticipated that the District has available capacity to accommodate the anticipated wastewater generated from the new residences developed on the site. As such, it is anticipated that there will be available capacity

11 EMWD Website: https://content.emwd.org/sites/default/files/migrate-documents/sjvrwrffactsheet.pdf, accessed 2/16/25.

12 City, 2022a, pg. 5.19-36.

to accommodate the demand generated by the proposed project. Impacts under this issue are less than significant.

As such, the wastewater capacity would be able to serve the Proposed Project Site, and impacts would be less than significant.

d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Less than Significant Impact. Solid waste disposal in the City of San Jacinto is presently handled by CR&R, a private company which is in partnership with the City to provide solid waste services for residential and commercial uses. CR&R includes trash, recycling and organic services, in addition to construction and demolition services.

Based on the projected population discussed in Section 4.14, Population and Housing, the Proposed Project would generate approximately 1,453 new residents. The City's 2022 General Plan identified that the City's average disposal rate is approximately 3.8 pounds per day per person.[13] As such, the Proposed Project has the potential to result in approximately 5,521 ponds per day of solid waste, or approximately 2.7 pounds per day, or approximately 985 tons per year of solid waste during operations.

The Lamb Canyon Sanitary Landfill and El Sobrante Landfill receive approximately 95 percent of the solid waste within the City. Lamb Canyon Landfill has a remaining capacity of 8.7 millions tons as of 2020, is permitted a maximum throughput of 5,000 TPD, and has enough projected capacity to serve residents and businesses until approximately 2029 with the potential for expansion. El Sobrante Landfill has a remaining capacity of approximately 8.7 million tons as of 2019, is permitted a maximum throughput of 16,054 TPD, and has enough projected capacity to serve residents and businesses until approximately 2051. Conservatively assuming the Lamb Canyon Sanitary Landfill reaches full capacity during the Project's future residential operations, the El Sobrante Landfill would have adequate capacity to accommodate the City's projected solid waste generation, as the Project would represent less than one percent of the landfill's daily capacity. Further, several other landfills serving the City, including Azusa Land Reclamation Co. Landfill, Badlands Sanitary Landfill, McKittrick Waste Treatment Site, San Timoteo Sanitary Landfill, and Sycamore Landfill would accept future solid waste generated by the Project.

Construction activities would also generate solid waste; however, the generation of solid waste during construction would be short-term and would not result in a significant impact to local solid waste management infrastructure. With regards to operation, as discussed above, landfills available to solid waste haulers serving the Proposed Project Site, during both construction and operations, have adequate capacity to serve the Project within the existing capacity of local infrastructure. Impacts would be less than significant, and no mitigation is required.

e) Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less than Significant Impact. During construction and operation of the Project, the Project would comply with all applicable federal, State, and local management and reduction statutes related to solid waste during construction and operations. Chapter 8.32 of the SJMC establishes mandatory solid waste and recycling collection to comply with the requirements of AB 939 (which requires cities and counties throughout the State to divert 50 percent of all solid waste from landfills through source reduction, recycling, and composting) and AB 34 (which increased the statewide goal for waste diversion to 75 percent by 2020). The City has also established disposal and mandatory recycling requirements for

13 City, 2022a, page 5.19-49

residential premises to comply with State law diversion requirement, which the Project would be required to comply with. As such, the Project would comply with all regulations related to solid waste, and impacts would be less than significant. No mitigation is required.

4.19.2 Mitigation Measures:

No mitigation measures associated with impacts to Utilities and Service Systems apply to the Proposed Project.

4.19.3 Conclusion

Potential impacts of the Proposed Project associated with Utilities and Service Systems would be less than significant, and no mitigation would be required.

4.20 Wildfire

4.20.1 Impact Analysis

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
WILDFIRE: Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
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 wildfire?				X
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?				X
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?				X

Discussion

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

No Impact. The Proposed Project Site is not located within a FHSZ in an SRA (CAL FIRE 2023) or within a Very High Fire Hazard Safety Zone (VHFHSZ) in a Local Response Area (CAL FIRE 2009). The Proposed Project Site is located within a relatively flat and area of the City, surrounded by a mix of residential and rural residential development. According to the City General Plan Public Safety Element, the City supports a high level of multi-jurisdictional cooperation and communication for emergency planning and response management. Major arterials serve as the primary routes for evacuation; however, evacuation routes will depend upon the emergency event and area affected. Law enforcement would identify the appropriate routes and assist residents leaving the City in the event an evacuation of all or part of the City is required (San Jacinto 2022a). In addition, the City prepared an analysis, referred to as a White Paper, consistent with SB 99 to identify residential developments in hazard areas that do not have at least two emergency evacuation routes. According to the White Paper, the Arterials within the Project area include Cawston Avenue, Esplanade Avenue, and Seventh Street. The Proposed Project Site is located within an area identified as one exit point directly onto a single arterial. Because the Project is not located in or near State responsibility areas or lands classified as VHFHSZ, implementation of the Project would not substantially impair an adopted emergency response plan or evacuation plan. Therefore, no impact would occur, and no mitigation is required.

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

No Impact. As stated above, the Proposed Project Site is not located within a FHSZ in an SRA or within a VHFHSZ in an LRA. The Proposed Project Site is located within a relatively flat area of the City, surrounded by a mix of residential and rural residential development. There are no slope areas located within the vicinity of the Proposed Project Site that would act as a conduit for wildland fire, and the

Project would also have surrounding roadways and driveways, which would act as fire breaks should a fire occur within or near the Proposed Project Site. Therefore, the Project would not exacerbate wildfire risks, and no impact would occur. No mitigation is required.

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

No Impact. As stated above, the Proposed Project Site is not located within a FHSZ in an SRA or within a VHFHSZ in an LRA. The proposed Project would require the installation of associated infrastructure include new roads. However, the Project is located in a relatively flat topographical area and proposed roadways and driveways would act as fire breaks should a fire occur within or near the Proposed Project Site. The Project would comply with all CFC and County regulatory requirements during construction and future maintenance activities to ensure the Project would not exacerbate wildfire risk during installation and maintenance of the proposed roads. Therefore, the Project would not exacerbate wildfire risks, and no impact would occur. No mitigation is required.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

No Impact. As stated above, the Proposed Project Site is not located within a FHSZ in an SRA or within a VHFHSZ in an LRA. The Project is in a generally flat topographical area away from downslope or landslide areas. The Proposed Project Site is also not within a flood hazard area or landslide hazard area that would be subject to mud flows. Therefore, implementation of the Project would not 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. Therefore, no impact would occur, and no mitigation is required.

4.20.2 Mitigation Measures

No mitigation measures associated with impacts to Wildfire apply to the Proposed Project.

4.20.3 Conclusion

The Proposed Project would have no impact associated with Wildfire risk, and no mitigation would be required.

4.21 Mandatory Findings of Significance

CEQA Thresholds	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact or Does Not Apply
MANDATORY FINDINGS OF SIGNIFICANCEE: Would the project:				
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?		X		
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		X		
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		X		

Discussion

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant With Mitigation Incorporated. As described throughout the IS/MND analysis, with the incorporation of the **MM BIO-1 through MM BIO-4**, implementation of the proposed Project would not degrade the quality of the environment; would not substantially reduce the habitats of fish or wildlife species; would not cause a fish or wildlife population to drop below self-sustaining levels; would not threaten to eliminate a plant or animal; and would not eliminate important examples of major periods of California history or prehistory.

With respect to the quality of the environment, the Project would not preclude the ability to achieve long-term environmental goals. Implementation of **MM CUL-1**, which describes procedures to be followed if cultural resources are discovered, is recommended. Additionally, implementation of **MM GEO-1,** which requires a paleontological resources protocol, is incorporated into the Project and would prevent elimination of important examples of major periods of California history or prehistory. With mitigation measures incorporated, impacts related to this threshold would be less than significant.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant With Mitigation Incorporated. While the Project may have the potential to impact the environment on a Project-specific basis, these impacts would be limited in nature, as detailed throughout this IS/MND analysis. Further, compliance with regulatory requirements and implementation of mitigation measures would reduce any potential impacts to less than significant levels. Therefore, the Project's contribution to a cumulative impact would be reduced to less than significant levels.

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

Less Than Significant With Mitigation Incorporated. Based on the analysis of the above-listed topics, the proposed Project could have the potential to impact human beings, either directly or indirectly; however, the implementation of the mitigation measures described throughout this document would reduce all potential impacts to less than significant levels.

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