

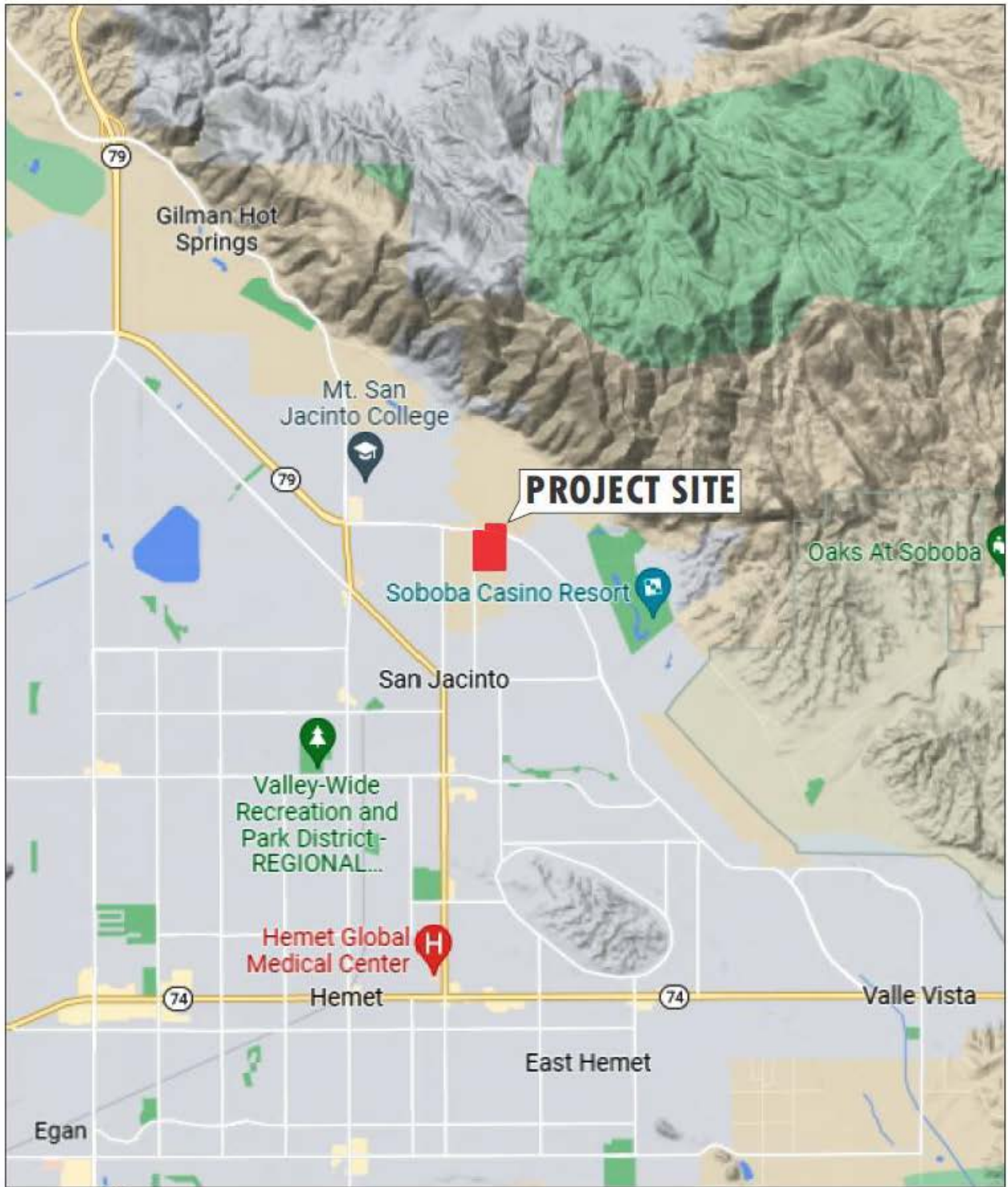


# ENVIRONMENTAL ASSESSMENT FORM INITIAL STUDY (IS)

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1. **Project Case Number(s):** P22-004, or “ARC23-0017” (TTM-34271)
2. **Project Title:** Kasbergen Single Family Subdivision – TTM-34271/  
Annexation (P22-004)
3. **Lead Agency:** Kevin White, Planning Manager  
City of San Jacinto Planning Department  
595 S. San Jacinto Avenue  
San Jacinto, CA 92583  
[kwhite@sanjacintoca.gov](mailto:kwhite@sanjacintoca.gov)
4. **Documents Posted At:**  
[https://www.sanjacintoca.gov/city\\_departments/community\\_development/planning/c\\_e\\_q\\_a](https://www.sanjacintoca.gov/city_departments/community_development/planning/c_e_q_a)
5. **Project Sponsor:**

<b>Applicant/Developer</b> Bryan Menne & Associates 31988 10 <sup>th</sup> Avenue South Laguna, CA 92651 (949) 499-2292	<b>Property Owner</b> Cornell and Annette T. Kasbergen 21744 Road 152 Tulare, CA 93274 (559) 804-7393
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6. **Project Location:** The Project Site is located within the unincorporated portion of Riverside County within the City of San Jacinto’s Sphere of Influence (see Figure 1 Regional Location and Figure 2 Vicinity Map) and encompasses an approximate 43.68-acre area, the majority of which is located south of Ramona Expressway, north of Field Maple Place, east of Alessandro Avenue and west of Vernon Street. A small 0.37-acre portion of the Project Site is located north of Ramona Expressway and area described above. The Project Site occurs within Section 26 of Township 4 South, Range 1 West, Lakeview 7.5 Quadrangle U.S. Geological Survey (USGS), San Bernardino Base and Meridian (SBBM) and is comprised of Assessor Parcel Numbers (APNs) 433-070-030, 433-070-050, and 434-180-007.
7. **General Plan Designation:** County of Riverside - Agriculture (Ag), City of San Jacinto - Low Density Residential (Sphere of Influence land use designation)

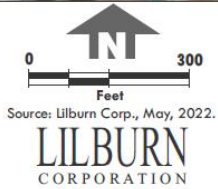
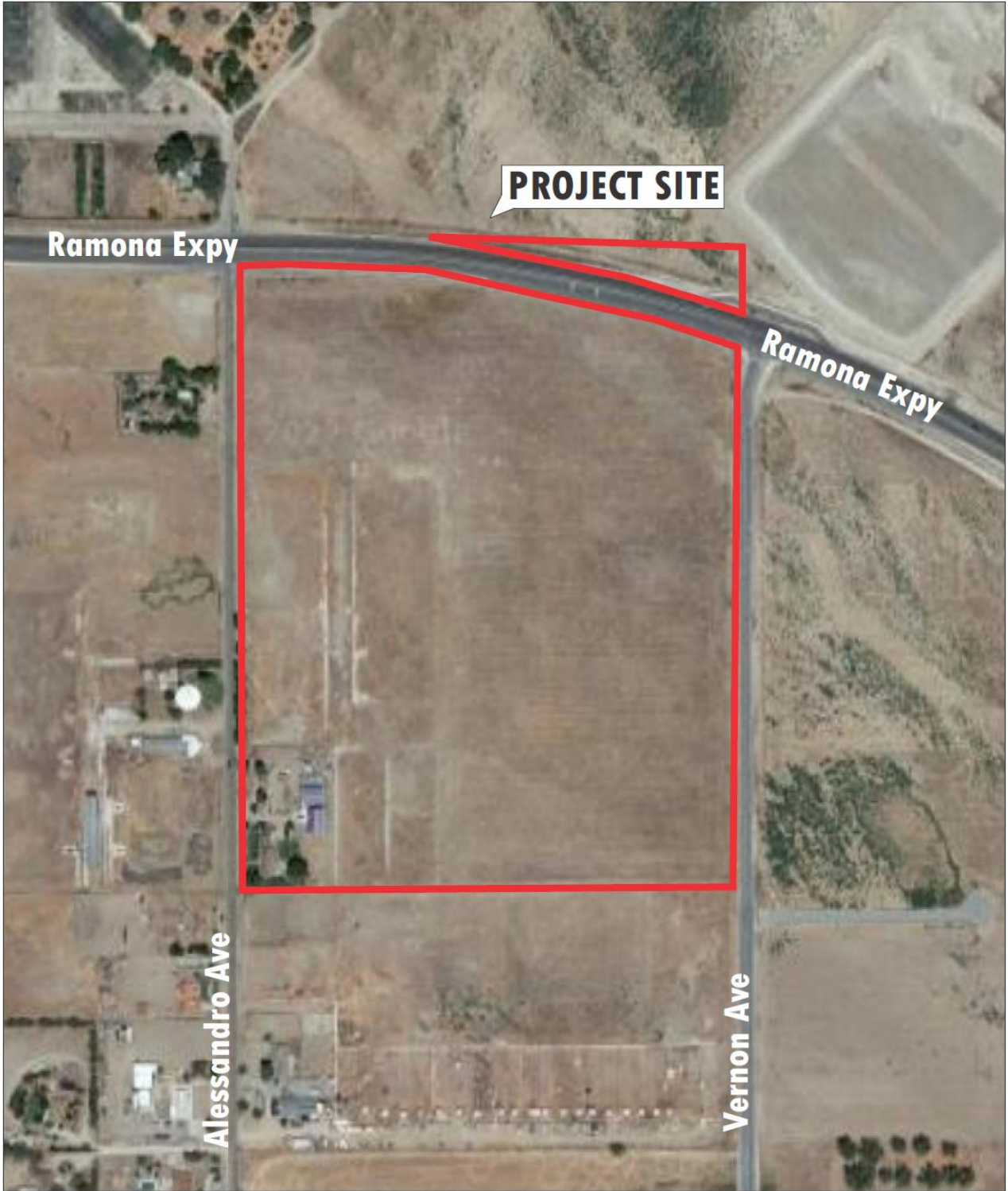


**REGIONAL LOCATION**

Tentative Tract No. 34271  
 City of San Jacinto, California



**FIGURE 1**



**PROJECT VICINITY**

Tentative Tract No. 34271  
City of San Jacinto, California

**FIGURE 2**

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

8. **Existing Zoning:** A-2-10 (County)  
RL (proposed pre-zone, subject to approval)

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

	Land Use	General Plan	Zoning
<b>Project Site</b>	<b>Single Family Residence &amp; Ancillary Structures (&amp; large vacant area)</b>	<b>Agriculture (County), Low Density Residential (City Pre-Designation)</b>	<b>A-2-10 (County), RL (City Proposed Pre-Zone)</b>
North	Road, vacant, water facilities	Agriculture (County)	A-2-10 (County)
South	Vacant	Agriculture (County)	A-2-10 (County)
East	Vacant	Mixed Use and Medium Density Residential (City)	MU and RM (City)
West	Low Density Residential (& large vacant area)	Agriculture and Rural Residential (County)	A-1-5 and A-2-10 (County)

10. **Description of the Project:**

**Environmental Setting**

The Project Site consists of three parcels totaling approximately 43.68-acres. The Project Site is relatively flat with an average elevation of 1,550 feet above mean sea level and was previously used for agriculture/dairy farming. The closest waterway is the San Jacinto River located approximately 0.4 miles east and northeast of the Project site. Vegetation onsite primarily consists of non-native weeds and grasses. Much of the surrounding area has been cleared of native vegetation to facilitate agriculture and residential development.

A single-family residence and ancillary structures occur within the southwestern portion of the Project Site (APN 434-180-007). The residence is currently receiving water from the City and a private on-site well.

The Project Site occurs near the City of San Jacinto’s eastern boundaries and is located within the City’s Sphere of Influence, in an unincorporated portion of Riverside County

**Project Description**

The Applicant is initiating the annexation of three parcels totaling approximately 43.68-acres (including both the main portion of the Project Site located south of Ramona Expressway (including the single-family residence) and the 0.37-acre portion located north of Ramona Expressway), which commences with the pre-zoning of the site by the

City as Residential, Low Density (RL) Zoning. Additionally, the Applicant is requesting approval to subdivide the 43.68-acre site (TTM 34271) into 152 residential lots (minimum lot size of 7,200 square feet) and seven letter lots (see Figure 3 Site Plan). The lettered lots include Lot A through Lot G and would provide parks, basins, and dedications for drainage easements. A total of 4.13 acres of the lettered lots would provide usable park space. Lettered Lot F includes a portion of APN 433-070-031 which is owned by EMWD and a portion of APN 433-060-024 owned by the City of San Jacinto, which will be combined and dedicated for public use.

Annexation of the Project Site into the City of San Jacinto is required for the purposes of receiving land use approvals from the City. The existing residence on-site is currently served by a private on-site well. The Project Site is currently located within the County of Riverside Agriculture land use designation and is zoned A-2-10 (Heavy Agriculture, minimum 10-acre). The Project Site was previously pre-zoned by the City of San Jacinto as R-1 (COSJ 6-91). Since the time of the pre-zone, the City has adopted new zones and the R-1 zone is now obsolete but is comparable to Residential, Low Density (RL). The City is currently processing another pre-zone to apply the RL Zone to most of the Project Site and Public Institution (PI) for the 0.37-acre area north of Ramona Expressway. The PI designation will allow for the drainage improvements proposed on Lot F. Annexation of the 43.68-acre Project Site requires that the area is pre-zoned.

The RL zone is applied to areas appropriate for a range of detached single-family residential dwellings on standard suburban parcels, together with appropriate accessory structures and uses. The RL zone may also allow mobile and modular homes, condominiums, townhomes, public facilities, and other uses that are compatible with low density single-family neighborhoods. This zone allows a density ranging from 2.1 to 7.0 dwelling units per net acre. The RL zone is consistent with the Low Density Residential (LDR) land use designation of the General Plan. The LDR land use designation provides for the development of low density detached single-family dwellings at a density between 2 and 7 dwelling units per gross acre.

Future homes would be required to meet the standards of the RL Zone, with one- and two-story single-family homes ranging in size from 1,600-square-feet to 3,000-square-feet. The maximum height of the residential units would be 25-feet and would include two and three car garages. Access to the proposed development will include two new access points from Alessandro Avenue, and a new access point from Vernon Street.

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

- Eastern Municipal Water District
- Riverside County Flood Control and Water Conservation District
- City of San Jacinto, Department of Water and Power (Sewer)
- Southern California Edison
- Statewide Construction General Permit



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

**19. Acronyms:**

ADA	American with Disabilities Act
AQMP	Air Quality Management Plan
CEQA	California Environmental Quality Act
CMP	Congestion Management Plan
DTSC	Department of Toxic Substance Control
EIR	Environmental Impact Report
EMWD	Eastern Municipal Water District
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping & Monitoring Program
GIS	Geographic Information System
GHG	Greenhouse Gas
GP	General Plan
HOA	Home Owner Association
HUSD	Hemet Unified School District
IS	Initial Study
LOS	Level of Service
LST	Localized Significance Threshold
MSHCP	Multiple Species Habitat Conservation Plan
MWD	Metropolitan Water District
NCCP	Natural Communities Conservation Plan
OEM	Office of Emergency Services
OPR	Office of Planning & Research, State
RCEH	Riverside County Environmental Health
RCFCWCD	Riverside County Flood Control & Water Conservation District
RCP	Regional Comprehensive Plan
RCTC	Riverside County Transportation Commission
RTA	Riverside Transit Agency
RTIP	Regional Transportation Improvement
Plan RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SARWQCB	Santa Ana Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
SKRHCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SWPPP	Storm Water Pollution Prevention Plan
USFWS	United States Fish and Wildlife
USGS	United States Geologic Survey
VMT	Vehicle Miles Traveled
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

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

**DETERMINATION:** Based on this initial evaluation, the following finding is made:

<input type="checkbox"/>	The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION shall be prepared.
<input checked="" type="checkbox"/>	Although the proposed project could have a significant effect on the environment, there shall 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 shall be prepared.
<input type="checkbox"/>	The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	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: Kevin White, Planning Manager

5/13/2026  
Date

## EVALUATION OF ENVIRONMENTAL IMPACTS:

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

- 7) Supporting Information Sources. A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code §21099 – Modernization of Transportation Analysis for Transit-Oriented Infill Projects – <b>Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista?			X	
<p><b>Response:</b> . <i>Envision San Jacinto – General Plan 2040 Policy Document</i></p> <p>San Jacinto's eastern and western borders are largely defined by steep sloping hillsides and ridgelines on unincorporated lands associated with the San Jacinto Mountain Range. The City of San Jacinto has several scenic vistas in the form of open space and agricultural lands. However, the Proposed Project is proposed along a developing urban corridor (i.e., Ramona Expressway and Alessandro Avenue), neither of which are designated scenic vistas or corridors.</p> <p>The San Jacinto Mountains are generally visible from lower lying areas in San Jacinto, including the Project site and surrounding areas. The Project is located south of Ramona Expressway, east of Alessandro Avenue, west of Vernon Avenue and approximately 0.4 miles north of Cypress Avenue. The site is developed with a single-family residence and ancillary buildings. While the Project will alter the existing visual environment, it will be designed for compatibility with the surrounding area, which includes residential development to the immediate west and to the south.</p> <p>Currently areas adjacent to the site are largely vacant, undeveloped or currently use for agricultural purposes. However, residential tracts located within the Project area and the existing single-family home on the Project Site have views of agricultural lands in the foreground and the San Jacinto Mountains in the background. Residential structures proposed for construction on the Project Site may interrupt views of the San Jacinto Mountains for adjacent properties. Homes that would be constructed on the Project Site would change the foreground views of the adjacent homes from an agricultural field to a residential community. However, the hillsides and the ridges of the San Jacinto Mountains would continue to be visible from the Project Site and surrounding areas due to the mountain's average height of 10,805 feet above mean sea level (amsl). Additionally, due to the dominance of the mountains, impacts would not be regarded as substantially adverse because views of the mountains would still exist from adjacent areas, as well as within the Project site.</p> <p>Prior to construction, the Project would undergo a Site Plan Design Review (SPDR) by the City. The review examines proposed architecture, plotting, fences and walls, and typical front yard landscaping and irrigation. Through the SPDR process, the City ensures implementation of the Project will respect the physical and environmental characteristics of the site, and that the Project is compatible in design with the area. Therefore, a less than significant impact would result and no mitigation measures are warranted.</p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			X	
<p><b>Response:</b> (<i>Envision San Jacinto – General Plan 2040 Policy Document</i>)</p> <p>No adopted scenic highway exists in San Jacinto. The nearest officially designated State Scenic Highway is State Route 243, located approximately nine miles east of the Study Area. The Project site is located approximately one-mile east of SR-79 and approximately 3.5 miles south of State Route 74. Both State Routes are designated as Eligible Scenic Highways; however, neither is officially designated as a State Scenic Highway. Given the distance to these highways, the Project will not have a significant impact. The County of Riverside General Plan Land Use Element and Circulation Element officially recognizes several</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>county roadways as County Eligible Scenic Highways. Ramona Expressway, located immediately north of the Project Site, is a County Eligible Scenic Highway; however, it is not an officially Designated County Scenic Highways according to the State of California Department of Transportation (Caltrans)<sup>1</sup>.</p> <p>The structures located on the southwest portion of the Project site are historic in age but were determined during preparation of the Project's environmental studies to not be eligible for listing on the California Register of Historic Resources. According to the proposed site plan, the structures will be preserved and impacts to the historic structures will be less than significant. In addition, large trees around the existing residence would not be removed during development of the site.</p> <p>The City recognizes certain streets for distinctive design treatments in the City's Landscape Design Guidelines. Alessandro Avenue is included in the Landscape Design Guidelines, which provides for the design of the six-foot parkway, six-foot walkway, landscape setback and reverse frontage wall. As part of the Site Plan and Design Review (SPDR) and required Landscape and Irrigation Plan review (Landscape) process, staff will review the Project for compliance with the City Design Guidelines. Through the SPDR and Landscape process, City staff will ensure that the Project is designed in accordance with the Landscape Design Guidelines and the surrounding area. Therefore, a less than significant impact would result.</p>				
<p>c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?)</p>			X	
<p><b>Response:</b> <i>Envision San Jacinto – General Plan 2040 Policy Document</i></p> <p>Most of the Project Site is located south of Ramona Expressway with a small 0.37-acre portion occurring north of Ramona Expressway. The Project Site occurs in an urbanized area scheduled to be developed as surrounding similar residential projects (i.e., TTMs 30923,32582,30379 and 30588). The Project includes a request to change the current County zone to RL and PI. The change would develop an area that is currently designated for agriculture to a non-agricultural use. With the exception of the area to the immediate east that occurs within the City and has a land use designation of Mixed Use (MU) and Medium Density Residential (MDR), areas to the north, west and south occur within the County of Riverside and are designated Agriculture. As discussed in the County's General Plan, growth is anticipated throughout the County and areas near major roadways should be considered for development. Since the Project Site is adjacent to Ramona Expressway, a buffer would be created between the Project Site and areas designated agriculture to the immediate south. The Project would allow for development near an existing roadway (i.e., Ramona Expressway) and would allow the County to comply with General Plan goals and policies for growth. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p>d) Create a new source of substantial light or glare which would adversely affect day or nighttime</p>			X	

<sup>1</sup> <https://files.ceqanet.opr.ca.gov/266610-3/attachment/ASUf1fYh6AGVncXEQNmTpjhuDH8SbtYJSxcrkeGVuLR39RI6DU0wJaVGptv2NXDGCL2LfssEv5JPFone0>

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
views in the area?				
<b>Response</b> <i>Envision San Jacinto – General Plan 2040 Policy Document</i>				
<p>The City of San Jacinto is in Zone B of the Mount Palomar Observatory<sup>2</sup>, located in San Diego County. Zone B is the area defined as a circular ring forty-five (45) miles in radius centered on Palomar Observatory. In accordance with County of Riverside Ordinance No. 655, lighting should be designed to limit leak spillage that may obstruct or hinder the view of the nighttime sky. The City requires that all developments introducing new light sources, or modifications to existing light sources, be shielded. As a conditional of approval, an exterior lighting plan would be prepared and submitted to the Design Review staff for review and approval. All on-site lighting would be designed in accordance with design standards set forth in the City's Development Code (Title 17, Municipal Code).</p>				
<p>As required Section 17.300.080, Outdoor Light and Glare, prior to any residential construction, the applicant will be required to submit a Site Plan Design Review (SPDR) application for review and approval. This review will include architecture, plotting, fences and walls, and typical front yard landscaping and irrigation. Through the SPDR process, the Project will be evaluated to ensure the design of the buildings will reduce the number of reflective surfaces used in the construction to minimize new sources of glare. Therefore, impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p><b>II. AGRICULTURE AND FOREST RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. – <b>Would the project:</b></p>				
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non- agricultural use? <u>Or pursuant to the City of San Jacinto's General Plan (page RM-26), convert Farmland of Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</u></p>			X	
<b>Response:</b> <i>Source: City of San Jacinto General Plan Update Final EIR, November 2022.</i>				
<p>According to the Department of Conservation California Importance Farmland Finder, approximately half of the Project Site (22 acres) is designated as Farmland of Local Importance and the remaining portion is designated Other Land<sup>3</sup>. The area immediately south of the Project Site is designated Other Land. The County defines Farmland of Local Importance as land with the same characteristics as Prime Farmland or Farmland of Statewide Importance, with the exception of irrigation. The City and its sphere of influence area</p>				

<sup>2</sup> <https://rivcocob.org/ordinance-no-655>

<sup>3</sup> <https://maps.conservation.ca.gov/dlrp/ciff/>, Accessed December 5, 2022.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>contains approximately 4,033 acres of Farmland of Local Importance. The majority of this farmland is within the western and southwestern regions of the Study Area, mainly west of Sanderson Avenue, with one pocket north of Record Road in the northeastern portion of the City.</p> <p>Development of the Proposed Project will convert approximately 22 acres of Farmland of Local Importance into a portion of a 152-lot residential subdivision. Consequently, the loss of the 22 acres of Farmland of Local Importance would not be considered significant by CEQA. The requested pre-zone of the site from agriculture to residential, specifically RL would not result in an impact and would be consistent with the 2040 General Plan update. The ZC requested for the 0.37-acre area north of Ramona Expressway, although not consistent with the initial residential zoning for the site, was determined to be better suited as PI to allow for needed drainage facilities for the area.</p> <p>As stated in the City’s General Plan Update Final EIR, although there are existing agricultural activities within the City and its sphere of influence area, the San Jacinto General Plan does not designate lands specifically for agricultural use. Areas identified as Prime Farmland, Unique Farmland and Farmland of Statewide Importance, including within approved Specific Plan areas, are mostly designated for a mix of residential and non-residential development, which would continue with the General Plan Update.</p> <p>Future development associated with the implementation of the General Plan Update and changes in the economy would likely result in the conversion of many of these areas for urban uses. Because there are no exclusive agricultural land use designations included as part of the General Plan Update, future development could convert existing agricultural resources and Prime Farmland, Unique Farmland, and Farmland of Statewide Importance to non-agricultural uses. It is assumed that as development occurs, the agricultural viability of the Important Farmlands within the Study Area would be reduced. However, it is anticipated that some agricultural uses would continue to operate during the 20-year life of the General Plan and the General Plan Update Land Use Element includes policies and actions to support continued agricultural activities. As concluded in the City’s General Plan Update EIR, the potential for the conversion of Prime Farmland, Unique Farmland and Farmland of Statewide Importance as identified by the FMMP to non-agricultural use would have a significant unavoidable impact.</p> <p>The loss of approximately 22 acres of Farmland of Local Importance is not considered significant and would not have significant adverse impact on adjacent agricultural lands as most of the area is either developed or planned for residential development. Therefore, impacts related to the conversion of Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be less than significant. Therefore, adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			x	
<p><b>Response:</b></p> <p>The Project Site occurs within an unincorporated area in Riverside County and within the City’s Sphere of Influence. The County’s General Plan Land Use Map depicts Riverside County as being predominately rural and has established the following General Plan Foundation Component-designated land uses: Rural, Agricultural, Rural Community and Open Space that account for 94 percent of the entire unincorporated area, with the remaining 7 percent devoted to urbanized uses, roadways, and Indian lands. <sup>4</sup> As discussed in the County’s General Plan, growth patterns should follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In order to efficiently use land,</p>				

<sup>4</sup> <https://planning.rctlma.org/sites/g/files/aldnop416/files/migrated/Portals-14-Ch03-Land-20Use-FINAL-209-28-21.pdf>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>growth must be focused into strategically located centers or into existing developed areas, thus minimizing development pressures on rural, agricultural, and open space areas. This will also help to preserve the unique rural character of the County.</p> <p>Ordinance No. 509, Establishing Agricultural Preserves: Agricultural preserves are lands identified for, and devoted to, agricultural and compatible uses, and are established through resolutions adopted by the Riverside County Board of Supervisors. The purpose of this ordinance is to ensure that incompatible uses are not allowed within established agricultural preserves. It sets forth the County’s powers in establishing and administering agricultural preserves pursuant to the Williamson Act (California Government Code Section 51200, et seq.). The ordinance also establishes “Uniform Rules” for the agricultural and compatible uses allowed in an agricultural preserve. Land uses not covered in the ordinance are prohibited within agricultural preserves. There are approximately 10,675 acres of Riverside County Agricultural Preserve within the project area, including approximately 5,282 acres within the Winchester Agricultural Preserve.</p> <p>All future development within the project area would be subject to compliance with the existing regulatory framework, which includes provisions intended to preserve Important Farmlands. To determine the significance of the conversion of future development sites from agricultural to non-agricultural uses, a USDA Natural Resources Conservation Service (NRCS) Farmland Conversion Impact Rating (Form AD-1006) would be required for each development project proposed on Important Farmland. A Land Evaluation and Site Assessment (LESA) would be required using the California Department of Conservation’s California Agricultural LESA Model. Implementing projects would also be required to comply with Riverside County Ordinance No. 625, Right-to-Farm Ordinance, the intent of which is to reduce the loss of agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The ordinance protects existing agricultural uses from nuisance complaints often generated by encroaching nonagricultural uses and reduces legal nuisance liabilities by requiring new properties within 300 feet of any land zoned primarily for agricultural purposes to be given notice of the preexisting use and its rights to continue.</p> <p>According to City’s General Plan Update EIR Figure 5.2-2, Agricultural Preserve Lands, approximately 514 acres (18 parcels) within the City and its Sphere of Influence, are classified as preserved agricultural lands by the Riverside County Assessor. However, at the time of preparation of the City’s General Plan Update EIR there were no active Williamson Act Contracts within the City or its Sphere of Influence.<sup>5</sup></p> <p>Upon annexation, the Project would convert a site that is currently designated Agriculture by the County to a non-agricultural designation. The County has planned for growth along transportation corridors and urbanized areas. As the Project Site occurs immediately south of Ramona Expressway, the Project would be consistent with the goals and policies of the County’s General Plan. The area immediately south of the Project Site would remain designated Agriculture and is considered “Other Land” by the Department of Conservation California Importance Farmland Finder.</p> <p>Currently there are no Williamson Act Contracts within the City or its Sphere of Influence area. Therefore, are identified or anticipated, and no mitigation measures are required.</p>				
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526),</p>				X

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<https://static1.squarespace.com/static/5a999021cc8fedea12873268/t/63489691e4d21c7c9f31e7d1/1665701528828/San+Jacinto+G+PU+Final+EIR.pdf>

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
<p><b>Response:</b> Source: City of San Jacinto General Plan Update Final EIR, November 2022.</p>				
<p>Timberland is defined as privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which can grow an average annual volume of wood fiber of at least 15 cubic feet per acre. In southern California, including Riverside County and the City of San Jacinto, climate and topography limit the types and locations of forest lands and their potential for commercial or industrial timber utilization. As discussed in the City's General Plan Update EIR, there are no forest lands or timber lands located within the City or its Sphere of Influence including the unincorporated Project Site. According to Riverside County General Plan, there is no land currently designated as timberland within the San Jacinto Planning Area. Therefore, the Project would not conflict with the existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production and the Project will have no impact, directly, indirectly, or cumulatively to forest land. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
<p><b>Response:</b> Source: City of San Jacinto General Plan Update Final EIR, November 2022.</p>				
<p>Forest land is defined by Public Resources Code Section 12220(g) as land that can support ten percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. There is no commercial forestry or timber production industry within the City, or this portion of Riverside County other than Christmas tree farms or nursery stock production (that is, cultivated, rather than wild-harvested). Therefore, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use and the Project will have no impact, directly, indirectly or cumulatively to the loss of forest land or conversion of forest land to non-forest use. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			X	
<p><b>Response:</b></p> <p>As previously discussed, implementation of the Proposed Project would have a less than significant impact on Farmland and would not convert Farmland to a non-agricultural use as no active farming occurs on the Project Site or surrounding area. In addition, the Project would not result in the loss of forest land or the conversion of forest land to non-forest use as there are no such lands within the City or its influences. Therefore, adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p><b>III. AIR QUALITY</b> – Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
determinations. <b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
<p><b>Response:</b> (Source: South Coast Air Quality Management District's 2016 Air Quality Management Plan; TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, Lilburn Corporation, November 2022.)</p> <p>The SCAQMD CEQA Handbook states that "New or amended General Plan Elements (including land use zoning and density amendments), Specific Plans, and significant projects must be analyzed for consistency with the AQMP." Strict consistency with all aspects of the plan is usually not required. A proposed project should be considered to be consistent with the AQMP if it furthers one or more policies and does not obstruct other policies. The SCAQMD CEQA Handbook identifies two key indicators of consistency:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Whether the project will exceed the assumptions in the AQMP in 2016 or increments based on the year of project buildout and phase.</li> </ul> <p>Both criteria are evaluated in the following sections.</p> <p><u>Criterion 1 - Increase in the Frequency or Severity of Violations</u></p> <p>Based on the air quality modeling analysis, neither short-term construction impacts nor long-term operations will result in significant impacts based on the SCAQMD regional and local thresholds of significance.</p> <p>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.</p> <p><u>Criterion 2 - Exceed Assumptions in the AQMP?</u></p> <p>Consistency with the AQMP assumptions is determined by performing an analysis of the proposed Project with the assumptions in the AQMP. The emphasis of this criterion is to ensure that the analyses conducted for the proposed Project are based on the same forecasts as the AQMP. The 2016- 2040 Regional Transportation/Sustainable Communities Strategy, prepared by SCAG, 2016, includes chapters on the challenges in a changing region, creating a plan for our future, and the road to greater mobility and sustainable growth. These chapters currently respond directly to federal and State requirements placed on SCAG. Local governments are required to use these as the basis of their plans for purposes of consistency with applicable regional plans under CEQA. For this Project, the City of San Jacinto Land Use Plan defines the assumptions that are represented in the AQMP.</p> <p>Since the proposed ZC is consistent with the City's General Plan and Sphere of Influence land use designation, it is not anticipated that the Project would exceed the AQMP assumptions for the Project Site and is found to be consistent with the AQMP for the second criterion. Therefore, the proposed Project will not result in an inconsistency with the SCAQMD AQMP. Therefore, a less than significant impact will occur on the SCAQMD AQMP directly, indirectly, or cumulatively. Therefore, adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the			X	

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
project region is non-attainment under an applicable federal or state ambient air quality standard?				

**Response:** (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, Lilburn Corporation, November 2022; TA and VMT Analysis, Urban Crossroads, June 13, 2023)

Under the provisions of the federal and California Clean Air Acts, air quality districts in areas not in attainment of the NAAQS or CAAQS are required to prepare an AQMP. An AQMP establishes an area-specific program to control existing and proposed sources of air emissions so that the NAAQS or CAAQS may be attained by the applicable target date. CARB and EPA are required to designate areas of the state as “attainment”, “nonattainment”, or “unclassified” for state and federal ambient air quality standards. An attainment designation for an area signifies that pollutant concentrations did not violate the standard for that pollutant. A nonattainment designation indicates that a pollutant concentration violated the standard at least once, excluding those occasions when a violation was caused by an extraordinary event. An unclassified designation indicates a lack of adequate air quality data or other information on which to base an attainment or nonattainment designation. Refer to Table 1 for SCAB Attainment Status.

**Table 1  
South Coast Air Basin  
Air Quality Standards Attainment Status**

<b>Pollutant</b>	<b>Attainment Status</b>	
	<b>Federal</b>	<b>State</b>
Ozone – 1 hr	N/A	Nonattainment
Ozone – 8 hr	Nonattainment (Extreme)	Nonattainment
Carbon Monoxide (CO)	Attainment	Attainment
Nitrogen Dioxide (NO2)	Attainment	Attainment
Sulfur Dioxide (SO2)	Attainment	Attainment
Particulate Matter < 10 microns (PM10)	Attainment (excluding LA County)	Nonattainment
Particulate Matter < 2.5 microns (PM2.5)	Nonattainment (Serious)	Nonattainment

Source: SCAQMD, 2016; California Air Resources Board (CARB), 2018a.

Air quality is determined primarily by the types and amounts of contaminants emitted into the atmosphere, the size and topography of the local air basin, and the pollutant-dispersing properties of local weather patterns. When airborne pollutants are produced in such volume that they are not dispersed by local meteorological conditions, air quality problems result. Dispersion of pollutants in the SCAB is influenced by periodic temperature inversions, persistent meteorological conditions and the local topography. As pollutants become more concentrated in the atmosphere, photochemical reactions occur, producing ozone and other oxidants.

The federal Clean Air Act was established in an effort to assure that acceptable levels of air quality are maintained in all areas of the United States. These levels are based upon health-related exposure limits and are referred to as NAAQS. The NAAQS establish maximum allowable concentrations of specific pollutants in the atmosphere and characterize the amount of exposure deemed safe for the public.

NAAQS have been set for a number of criteria pollutants. The following is a brief description of health effects and whether the SCAB is or is not in attainment for these pollutants:

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Ozone (O<sub>3</sub>)</b> is a toxic gas that irritates the lungs and damages materials and vegetation. Ozone is a secondary pollutant; it is not directly emitted. Ozone is the result of chemical reactions between other pollutants, most importantly hydrocarbons and NO<sub>2</sub>, which occur only in the presence of bright sunlight. Pollutants emitted from areas cities react during transport downwind to produce the oxidant concentrations experienced in the area. Pollutants emitted in the Los Angeles area contribute to the ozone levels experienced in the SCAB.</p> <p>The 1-hour State ozone standard was exceeded between 25 and 34 days per year between 2017 and 2021 at the Perris air monitoring station, the closest monitoring station to the Project Site. The SCAB is designated as a nonattainment basin for ozone. The 8-hour Ozone standard has been exceeded between 55 to 80 days per year between 2017 and 2021.</p> <p><b>Carbon Monoxide (CO)</b> is a gas produced almost entirely from automobiles that interferes with the transfer of oxygen to the brain. Peak levels of CO occur in winter and are highest where there is very heavy and concentrated traffic (major cities and transportation congestion). CO levels are not a concern in the project area due to the low traffic volumes and are therefore not monitored.</p> <p><b>Nitrogen dioxide (NO<sub>2</sub>)</b> is a gas that can cause breathing difficulties at high levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries and other industrial operations). AAQS for NO<sub>2</sub> have not been exceeded since 2006.</p> <p><b>Particulate Matter (PM<sub>10</sub>)</b> consists of extremely small-suspended particles or droplets 10 microns or smaller in diameter that can lodge in lungs contributing to respiratory problems. PM<sub>10</sub> arises from such sources as road dust, diesel soot, combustion products, abrasion of tires and brakes, construction operations and windstorms. PM<sub>10</sub> scatters light and significantly reduces visibility. PM<sub>10</sub> poses a health hazard, alone or in combination with other pollutants.</p> <p>PM<sub>10</sub> levels at the Perris air monitoring station didn't exceed the Federal Standard between 2017 and 2021. While the State Standard was exceeded between 2 and 11 days per year during the same time period.</p> <p><b>Fine Particulate Matter (PM<sub>2.5</sub>)</b> consists of extremely small suspended particles 2.5 microns in diameter and arise primarily from combustion sources. PM<sub>2.5</sub> levels at the Lake Elsinore air monitoring station had insufficient data to determine a Federal Standard exceedance between 2017 and 2021.</p> <p><b>Sulfur dioxide (SO<sub>2</sub>)</b> is a gas produced when fossil fuels are burned. SO<sub>2</sub> is the main pollutant contributing to the formation of acid rain. No exceedances of this pollutant have occurred for decades and concentrations are well under Federal and State standards.</p> <p><b>Lead (Pb)</b> is a heavy metal used in industry and for years was a component in gasoline. Since the elimination of lead as a gasoline additive, lead in the atmosphere in southern California has been virtually eliminated.</p> <p><b>Hydrogen Sulfide (H<sub>2</sub>S)</b> This pollutant is not commonly found in the ambient atmosphere but can originate from natural sources such as volcanoes, sulfur hot springs, or mineral brine associated with dry lakebeds. The CAAQS for H<sub>2</sub>S is not health-based but rather an aesthetic one, because the compound smells like rotten eggs. This pollutant is not an issue in the project area.</p> <p><b>Sulfates</b> are produced by the reaction in the air of sulfur dioxide (SO<sub>2</sub>), which is a component of acid rain. Sources for sulfur dioxide include coal burning power plants and diesel engines. California does not have any coal burning power plants and all diesel fuels sold in the state are now lower in sulfur. Sulfates are not an issue in the area.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Visibility-reducing particles** are common in the SCAB due to the vast open desert area, especially during windy conditions. Particles reduce visibility, obscuring the desert scenery, including views of the mountains. Dust control measures reduce particulates in the area.

**Reactive Organic Gases (ROG)** is also considered in the air quality analysis of projects in the State. Ozone is a secondary pollutant that is the result of chemical reactions between other pollutants, most importantly reactive hydrocarbons (also referred to as ROG), and NO<sub>2</sub>, which occurs only in the presence of bright sunlight. The result is the formation of smog. There are no federal or state air quality standards for hydrocarbons or ROG as there are for other pollutants, however the SCAQMD does have thresholds for determining the severity of emissions of several criteria pollutants including ROG.

The Proposed Project’s construction and operational emissions were estimated using CalEEMod version 2022.1 (.). The criteria pollutants estimated for include: reactive organic gases (ROG), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), and fugitive particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). Two of the analyzed pollutants, ROG and NO<sub>x</sub>, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Emissions

Construction emissions are considered short-term, temporary emissions. Construction is anticipated to begin in the begin in 2024. The resulting emissions generated by construction of the Proposed Project is shown in Table 2, which includes the estimated Summer Daily and Winter Daily maximum construction emissions, respectively.

**Table 2  
Construction Emissions  
(Pounds Max Per Day)**

Source/Phase	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer-Daily Max	4.0	39.8	37.1	0.0	9.7	5.6
Winter-Daily Max	35.7	37.4	32.8	0.0	5.4	2.9
<b>Highest Value (lbs/day)</b>	<b>35.7</b>	<b>39.8</b>	<b>37.1</b>	<b>0.0</b>	<b>9.7</b>	<b>5.6</b>
SCAQMD	75	100	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2022 Model Run for Proposed Project (refer to Appendix A)

As shown in Table 2, construction emissions during either summer or winter seasonal conditions would not exceed the SCAQMD thresholds. Although the Proposed Project does not exceed SCAQMD thresholds for construction emissions, the Project Proponent would be required to comply with all applicable SCAQMD rules and regulations as the SCAB is in non-attainment status for ozone and suspended particulates (PM<sub>10</sub> and PM<sub>2.5</sub>).

Operational Emissions

The operational mobile emissions were calculated using CalEEMod with the vehicle trip generation estimates from the Transportation Study Screening Assessment, July 2022, prepared by Urban Crossroads. The Screening determined that the Proposed Project would generate approximately 1,424 total trips per day. The Proposed Project’s long-term operational emissions have been calculated for the estimated Summer Daily and Winter Daily maximum operational emissions and are summarized below in Table 3.

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

**Table 3  
Operational Emissions  
(Pounds Max Per Day)**

Source	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Summer Daily	53.2	9.1	126	0.0	13.8	11.3
Winter Daily	52.0	9.3	112	0.0	13.8	11.3
<b>Total Value (Max/day)</b>	<b>53.2</b>	<b>9.3</b>	<b>126</b>	<b>0.0</b>	<b>13.8</b>	<b>11.3</b>
SCAQMD	55	55	550	150	150	55
<b>Significant</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Source: CalEEMod 2022 Model Run for Proposed Project (refer to Appendix A)

As shown, both summer and winter season operational emissions are below SCAQMD thresholds. The Proposed Project does not exceed applicable SCAQMD regional thresholds either during construction or operational activities. The Proposed Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. Therefore, adverse impacts are identified or are anticipated, and no mitigation measures are required.

c) Expose sensitive receptors to substantial pollutant concentrations?

			X	
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**Response:** (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022) TA and VMT Analysis, Urban Crossroads, June 13, 2023)

For the purposes of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a residence, hospital, convalescent facility or anywhere that it is possible for an individual to remain for 24 hours. Additionally, schools, playgrounds, childcare centers, and athletic facilities can also be considered as sensitive receptors. The use of Local Significance Threshold (LSTs) methodology is voluntary, to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. According to SCAQMD LST methodology, LSTs would apply if the Proposed Project includes stationary sources or attracts mobile sources (such as heavy-duty trucks) that may spend long periods queuing and idling at the site, such as industrial warehouse/transfer facilities. The Proposed Project would result in the future development of 152 residential units and does not include such uses. Therefore, no long-term localized significance threshold analysis of operational emissions is warranted.

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

			X	
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**Response:** (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022) TA and VMT Analysis, Urban Crossroads, June 13, 2023)

The Proposed Project would result in the future construction of 152 residential units does not contain land uses typically associated with the emission of objectionable odors. Potential temporary odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. The Proposed Project would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. SCAQMD Rule 402 regarding nuisances states: “A person shall not discharge 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

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
to business or property.” During post-construction, project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City of San Jacinto’s solid waste regulations. Therefore, less than significant adverse impacts are identified or are anticipated, and no mitigation measures are required.				
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			X	
<b>Response:</b> <i>Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022.</i>				
<p>Jennings Environmental (Jennings) conducted an updated survey of the Project Site to determine and document any changes to the current site conditions (herein 2022 updated report). The letter report provides an update to the November 2006, Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis performed by Michael Brandman Associates. The reports attached hereto (see Appendix B) and are available for review at the City of San Jacinto Community Development Department; results are summarized herein.</p>				
<p>Prior to performing the 2022 updated field survey, existing documentation relevant to the Project Site was reviewed. The most recent records of the California Natural Diversity Database (CNDDDB) managed by CDFW (CDFW 2022), the USFWS Critical Habitat Mapper (USFWS 2022), and the California Native Plant Society’s Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California (CNPS 2022) were reviewed for the following quadrangles containing and surrounding the Project Site: San Jacinto, USGS 7.5-minute quadrangle. These databases contain records of reported occurrences of federal- or state-listed endangered or threatened species, California Species of Concern (SSC), or otherwise special status species or habitats that may occur within or in the immediate vicinity of the Project site.</p>				
<p>A qualified biologist (Gene Jennings) conducted the general reconnaissance survey for the Project Site to identify the potential for the occurrence of special status species, vegetation communities, or habitats that could support special status wildlife species. The surveys were conducted on foot, throughout the Project Site on January 31, 2022.</p>				
<p>According to the most recent review of the CNDDDB, CNPSEI, and other relevant literature and databases, 32 sensitive species including 6 listed species and 4 sensitive habitats, have been documented in the <i>San Jacinto</i> quadrangle. Sensitive species and habitats include any State and/or federally listed threatened or endangered species, CDFW designated Species of Special Concern (SSC), and otherwise Special Animals. “Special Animals” is a general term that refers to all taxa the CNDDDB tracks, regardless of their legal or protection status. This list is also referred to as the list of “species at risk” or “special status species.” The CDFW considers the taxa on this list to be those of greatest conservation need.</p>				
<p>An analysis of the likelihood for the occurrence of all CNDDDB sensitive species documented in the <i>San Jacinto</i> quadrangle is provided in Attachment C of the 2022 updated report. According to the databases, no USFWS designated critical habitat occurs within or adjacent to the Project Site. It was also noted that the site did contain suitable avian nesting habitat. However no jurisdictional drainage features or riparian/riverine habitat, and no vernal pools or vernal pool habitat were observed.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project Site Habitat and Wildlife

The habitat on-site consists of disturbed ruderal vegetation. The site shows signs of recent vegetation management (i.e., weed abatement/mowing) as well as pedestrian and vehicle traffic. Plant species observed on site include: Mediterranean mustard (*Hirschfeldia incana*), tumbleweed (*Salsola tragus*), rip gut brome (*Bromus Diandrus*), and wall barley (*Hordeum murinum*). Animal species observed or otherwise detected on or in the vicinity of the Project Site during the surveys included: common raven (*Corvus corax*), Anna’s hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), house sparrow (*Passer domesticus*), and California ground squirrel (*Otospermophilus beecheyi*).

The Project Site is located within a moderately developed portion of San Jacinto. Although the site mostly is undeveloped, very little evidence of any wildlife existed on-site. As indicated above, very few species were observed during the 2022 site survey.

Western Riverside Multi-Species Habitat Conservation Plan

Prior to the most recent field visit, the Riverside Conservation Authority’s website and databases were searched. The work included review of the MSHCP plan and any relevant protocol survey requirements. The database also includes a mapping program that contains site-specific information related to criteria cell location, special survey areas for plants and animals, and vegetation mapping. A summary of the MSHCP Conservation Goals and Policies as they relate to this Project is provided in Table 4.

**Table 4  
MSHCO Conservation Goals for Project Area**

Conservation Goals	Within /Adjacent	Not Within /Adjacent
Proposed Constrained Linkages: <b>None</b>		X
Core Areas: <b>None</b>		X
Linkages: <b>None</b>		X
Constrained Linkage:		X
Habitat Block:		X
Core: <b>None</b>		X
Criteria Cell:		X
Pre-existing Conservation Area		X
Riparian/Riverine or Vernal Pool Habitat		X
Narrow Endemic Plant Survey Area		X
Urban/Wildlife Interface		X
Mammal Survey Area		X
Amphibian Survey Area		X
Burrowing Owl Survey Area	X	

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Project is located within the San Jacinto Valley Area Plan of the MSHCP. The target conservation acreage range for The San Jacinto Valley Area Plan is 21,740 – 29,665 acres; it is composed of approximately 10,200 acres of existing Public/Quasi-Public Lands and 11,540 – 19465 acres of Additional Reserve Lands.</p> <p>As concluded in updated report, based on the literature review and observations made in the immediate vicinity, no State and/or federally listed threatened or endangered species are documented/or expected to occur within the Project site. Additionally, no plant species with the California Rare Plant Rank (CRPR) of 1 or 2 were observed on-site or documented to occur on-site in the relevant databases. No other sensitive species were observed within the project area or buffer area. The Project Site appears to be largely unchanged from the 2006 Habitat Assessment and MSHCP Consistency Analysis. The site is still vacant, and the habitat is ruderal/disturbed vegetation. The 2006 report did indicate that the site is suitable for BUOW, and as concluded in the 2022 update, that condition continues to remain on site. As such, focused surveys are recommended and shall be completed prior to site disturbance using the approved Western Riverside MSHCP Protocols for Breeding Season Survey. The protocols require a series of four site visits conducted between March 1 and August 31. Specifically, 30 days prior to any earth movement or grading the developer shall ensure a pre-construction survey for burrowing owl has been performed to avoid direct take of burrowing owls. If the results of the survey indicate that no burrowing owls are present on-site, then the Project may move forward with grading, upon Planning Department approval. If burrowing owls are found to be present or nesting on-site during the preconstruction survey, then the following recommendations must be adhered to: Exclusion and relocation activities may not occur during the breeding season, which is defined as March 1 through August 31, with the following exception: From March 1 through March 15 and from August 1 through August 31 exclusion and relocation activities may take place if it is proven to the City and appropriate regulatory agencies (if any) that egg laying or chick rearing is not taking place. A qualified biologist must make this determination.</p>				
<p>b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?</p>				X
<p><b>Response:</b> <i>Habitat Assessment (HA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Michael Brandman Associates on November 21, 2006; Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022.</i></p> <p><b>Riparian/Riverine Areas</b></p> <p>Riparian/Riverine Areas are defined by the MSHCP as “lands which contain Habitat dominated by tress [sic], shrubs, persistent emergents, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year”. The Project Site is not located within an area mapped for Narrow Endemic or Criteria Area Plant Species, Special Status Species, Riparian/Riverine/Vernal Pools, and Urban/Wildlife Interface. The Project is also consistent with the MSHCP policies found in Section 6 which include Riparian/Riverine Areas/Vernal Pools. Therefore, the Project is consistent with MSCHP policies and conditions.</p> <p><b>Vernal Pool Fairy Shrimp</b></p> <p>Vernal pool fairy shrimp (<i>Branchinecta lynchi</i>) is found in grasslands in ponded areas such as vernal pools, cattle watering holes, basins, etc. Fairy shrimp are confined to temporary pools that fill in spring and</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>evaporate by late spring to early summer. In southern California, this species is found primarily in the interior of western Riverside County, central Santa Barbara County, and eastern Orange County and more recently in Los Angeles County. Since most pools preferred by fairy shrimp are found in flat areas, many have been lost to agricultural activities and residential development. The limited extent of available habitat, plus the ongoing loss has resulted in the vernal pool fairy shrimp being listed as threatened by the USFWS.</p> <p>As described in the report, although Riverside County’s Conservation Summary Report Generator (RCA MSHCP Information Map) did not identify the need to assess the habitat for Narrow Endemic Plant Species, the City of San Jacinto specifically requested that it be addressed in the 2006 report. At that time, the Project Site did not contain habitat that was suitable for Narrow Endemic Plant Species. This was due to the lack of vernal pools and the disturbed nature of the site from agricultural activities. It was also noted that the site did contain suitable avian nesting habitat, jurisdictional drainage features or riparian/riverine habitat, or vernal pools or vernal pool habitat. No changes to the findings were documented in the updated biological assessment of 2022. There will be no impact on this species and no mitigation required. There are no drainages or other areas of water habitat on-site. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p> <p><b>California Department of Fish and Wildlife</b></p> <p>The California Department of Fish and Wildlife (CDFW), through provisions of the State of California Administrative Code, is empowered to issue agreements for any alteration of a river, stream or lake where fish or wildlife resources may adversely be affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. Lateral limits of jurisdiction are not clearly defined, but generally include any riparian resources associated with a stream or lake, CDFW regulates wetland areas only to the extent that those wetlands are part of a river, stream or lake as defined by CDFW.</p> <p>The Project Site is relatively flat and shows no sign of historic concentrated water flow. There are no other waters or riparian areas that would come under the jurisdiction of the CDFW. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
<p><b>Response:</b> <i>Habitat Assessment (HA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Michael Brandman Associates on November 21, 2006; Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022</i></p> <p><b>Vernal Pools</b></p> <p>Vernal pools are defined by the MSHCP as “seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records” (Riverside County Transportation and Land Management Agency, website address: <a href="http://www.rctlma.org">http://www.rctlma.org</a>).</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
As stated in response (b) above, the Project Site is not located within an area mapped for Narrow Endemic or Criteria Area Plant Species, Special Status Species, Riparian/Riverine/Vernal Pools, and Urban/Wildlife Interface. Therefore, no impact on these resources would result.				
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with an established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
<p><b>Response:</b> <i>Habitat Assessment (HA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Michael Brandman Associates on November 21, 2006; Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022.</i></p> <p><b>Habitat Fragmentation and Wildlife Movement</b></p> <p>Wildlife movement and the fragmentation of wildlife habitat are recognized as critical issues that must be considered in assessing impacts on wildlife. In summary, habitat fragmentation is the division or breaking up of larger habitat areas into smaller areas that may or may not be capable of independently sustaining wildlife and plant populations. Wildlife movement (more properly recognized as species movement) is the temporal movement of species along diverse types of corridors. Wildlife corridors are especially important for connecting fragmented wildlife habitat areas.</p> <p>The property is in an area already fragmented and is surrounded by paved roads, residential and agricultural development. There are no native habitats left in the nearby surrounding areas and impacts to wildlife movement, and habitat fragmentation have already occurred.</p> <p><b>Raptors, Migratory Birds, and Habitat</b></p> <p>Most of the raptor species (eagles, hawks, falcons, and owls) are experiencing population decline because of habitat loss. Some, such as the peregrine falcon, have also experienced population losses because of environmental toxins affecting reproductive success, animals destroyed as pests or collected for falconry, and other direct impacts on individuals. Only a few species, such as the red-tailed hawk and barn owl, have expanded their range despite or a result of human modifications to the environment. As a group, raptors are of concern to state and federal agencies.</p> <p>Raptors and all migratory bird species, whether listed or not, also receive protection under the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA prohibits individuals from killing, taking, possessing or sell any migratory bird, bird parts (including nests and eggs) except per regulations prescribed by the Secretary of the Interior Department (16 U. S. Code 703). At the time of the survey, there was very little suitable nesting habitat.</p> <p>There is suitable avian nesting bird habitat on the Project Site and vegetation removal should occur outside the avian breeding season (February 1<sup>st</sup> - August 31<sup>st</sup>). As a condition of approval, in the event vegetation clearance occurs during the avian breeding season, the developer would be required to hire a qualified biologist to conduct a breeding bird survey prior to construction.</p>				
e) Conflict with any local policies or ordinances protecting biological resources, such as a			X	

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tree preservation policy or ordinance?				
<p><b>Response:</b> <i>Habitat Assessment (HA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Michael Brandman Associates on November 21, 2006; Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022.</i></p>				
<p>As documented in the Biological Resources Assessment and Western Riverside MSHCP Update and discussed above, the Project would not be inconsistent with the Western Riverside MSHCP. The City of San Jacinto Municipal Code Chapter 12.20, Street Trees and Shrubs, outlines the City's tree planting and street improvement plan and requires authorization for the planting, removal, and replacement of City trees within public parks, public grounds, public streets, and/or parking places. The Project Proponent would be required to comply with the Resource Management Element of the General Plan and assist the City with applicable goals and policies. Therefore, the Project will not conflict with any local policies or ordinances protecting biological resources. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or another approved local, regional, or state habitat conservation plan?				X
<p><b>Response:</b> <i>Habitat Assessment (HA) and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Michael Brandman Associates on November 21, 2006; Biological Resources Assessment and Western Riverside MSHCP Update for APNs 434-180-007, 433-070-050 and 433-070-030 prepared by Jennings Environmental, LLC, February 2, 2022.</i></p>				
<p>The Project Site is located within the boundaries of the MSHCP and the Stephens' Kangaroo Rat Habitat Conservation Plan (SKRHCP). As such, the Project will be conditioned for the payment of the MSHCP Development Mitigation Fee to mitigate potential impacts to MSHCP covered species, and the Stephens' Kangaroo Rat fee. The Project site is not within the MSHCP Criteria Area, or adjacent to an MSHCP-designated Conservation Area, or within an SKRHCP Core Reserve, so no additional mitigation measures or provisions are required. The Project will not conflict with the provisions of any Habitat Conservation Plans or Natural Community Conservation Plans.</p>				
<p>The Project will have a less than significant impact on an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan.</p>				
<p><b>V. CULTURAL RESOURCES – Would the project:</b></p>				
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	
<p><b>Response:</b> <i>Phase I Cultural Resource Survey Update for the Tract 34271 Project, APNs 433-070-030 and 050 and 434-180-007, prepared by Brian F. Smith and Associates, Inc. March 9, 2022.</i></p>				
<p>The 2022 updated cultural resources study was undertaken to verify the results of the previous study conducted by Sanka (2006) and to determine if cultural resources exist within the Project Site and to assess the possible effects of the proposed future residential development (see Appendix C). BFSa conducted the archaeological survey on January 28, 2022. No California Register of Historical Resources (CRHR) eligible cultural resources were identified during the survey. Results of the updated survey are discussed herein.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The reports are available for review at the City of San Jacinto Community Development Department and results are summarized herein.</p>				
<p>The archaeological assessment included a reconnaissance of the property, an institutional records search supported by data from the Eastern Information Center (EIC) at the University of California at Riverside, and a review of a previous study (Sanka 2006) to determine the presence of any previously recorded cultural resources.</p>				
<p>The EIC records search data indicated that 15 studies have been conducted within one-half mile of the Project Site, one of which encompasses the entirety of the Project (Sanka 2006). None of the remaining 14 studies are concerned with the Project Site. The previous study by Sanka (2006) identified one historic site (RIV-7967) within the current Project boundaries. The site includes the remains of a historic dairy farming complex and two associated residences constructed in 1956 and 1961 both of which are located within the southwestern portion of the Project Site. Though the residential structures remain intact, the rest of the southwestern corner appears to have been graded. In addition, various refuse piles were found scattered around the Project Site and included recent historic and modern deposits. The study by Sanka (2006) evaluated Site (RIV-7967) as not eligible for listing on the CRHR, and no additional study was recommended. An additional seven resources were identified within a half mile of the Project Site. These resources include five historic structures and two historic artifact scatters. However, these resources are located outside of the Project boundaries and would not be affected by the development.</p>				
<p>BFSA also requested a Sacred Lands File search from the Native American Heritage Commission (NAHC).</p>				
<p>The cultural resources survey for the Project Site was negative for the presence of CRHR-eligible archaeological sites. Additional research revealed that a previous study (Sanka 2006) evaluated Site RIV-7967, identified within the Project Site, as not eligible for listing on the CRHR. The findings of the current study are consistent with the 2006 Sanka study. The Project Site was developed in the mid-twentieth century, and the dairy features were abandoned and impacted by grading sometime after the year 2000. Given the current condition of Site RIV-7967 and the lack of additional resources within the Project Site, the proposed development would not have an impact on any known CRHR-eligible resources. Based upon the results of the research and survey of the Project Site, no cultural resources will be affected by development. Furthermore, based upon the prior development and subsequent clearing of the Project Site, there is little to no potential for archaeological deposits on-site. Therefore, no further cultural resource studies are required, and monitoring during ground disturbing activities is not recommended. No significant impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p>c) Disturb any human remains, including those interred outside of formally dedicated cemeteries?</p>			X	
<p><b>Response:</b></p> <p>As concluded in the 2006 report and 2022 updated report, Archaeological monitoring was not recommended during ground disturbing activities. However, in the event of an accidental discovery or recognition of any human remains, Public Resource Code (PRC 5097.98) must be followed. In this instance, once Project-related earthmoving begins and if there is accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, as a condition of approval for the Project, the developer would contact the County coroner immediately. If human remains of Native American origin are discovered during ground-disturbing activities, the developer would be required to comply with the state relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (PRC Section 5097). Implementation of conditions of approval would ensure potential impacts are reduced. No</p>				

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additional mitigation measures are warranted.				
<b>VI. ENERGY – Would the project:</b>				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			X	
<b>Response: (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022)</b>				
<p><b>Electricity</b></p> <p>The City of San Jacinto has partnered with Cal Choice to provide support for energy needs. San Jacinto Power is available exclusively to the businesses and residents within San Jacinto and uses Southern California Edison’s (SCE) facilities. The City has been proactive in promoting solar power, conservation and smart energy consumption and invests locally to support the region’s renewable resources. Currently, the Project Site is mostly vacant; existing electrical demand is from the on-site residential use. Development of the Proposed Project would therefore cause a permanent increase in demand for electricity when compared to existing conditions. The CalEEMod output estimates that the Proposed Project would consume 1.41 GWh annually. According to the California Energy Commission, the residential sector of the SCE planning area consumed 39,400 GWh of electricity in 2022<sup>6</sup> The increase in electricity demand from the Project would represent a 0.005 percent of the overall 2022 SCE residential consumption. Therefore, projected electrical demand would not significantly impact SCE’s level of service.</p> <p><b>Natural Gas</b></p> <p>The Project Site is located within the service area of Southern California Gas Company (SoCal Gas). The Project Site, except for the existing single-family residence, is mostly vacant and has minimal demand for natural gas. Development of the Proposed Project would therefore create a permanent increase in demand for natural gas. The Proposed Project’s estimated annual natural gas demand (CalEEMod output) is 53,714 therms. According to the California Energy Commission, the natural gas consumption of the SoCal Gas’s residential sector was 2,275 million therms in 2022.<sup>7</sup> The Proposed Project’s estimated annual natural gas consumption, compared to the 2022 annual natural gas consumption of the overall residential sector in the SoCal Gas Planning Area would account for approximately 0.0023 percent of the total natural gas consumption. Therefore, projected natural gas demand would not significantly impact SoCal Gas’s level of service.</p> <p>Neither the construction (i.e., use of heavy equipment, worker trips) or post-construction of the Project would result in wasteful, inefficient, or unnecessary consumption of energy or wasteful use of energy resources. Therefore, impacts related to wasteful energy use would be less than significant. Less than significant impacts would result, and no mitigation measures are required.</p>				
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			X	
<b>Response: (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022)</b>				

<sup>6</sup>California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed October 16, 2023.

<sup>7</sup>California Energy Commission. <https://ecdms.energy.ca.gov/Default.aspx>. Accessed October 16, 2023.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>As concluded above, the Proposed Project's total impact on regional energy supplies would be minor. The Proposed Project would be required to comply with the California Building Code (CBC) and California Green Building Standards Code (CALGreen Code) pertaining to energy and water conservation standards in effect at the time of construction.</p> <p>The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant. adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
<b>VII. GEOLOGY AND SOILS – Would the project:</b>				
<p>a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:</p>				
<p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.</p>			X	
<p><b>Response:</b> <i>Geotechnical Investigation for TTM 34271, prepared by Alta California, May 20, 2022.</i></p>				
<p>A Geotechnical Investigation for TTM 34271, dated May 20, 2022 was prepared by Alta California (see Appendix D). The report is attached here to and available for review at the City of San Jacinto Community Development Department and results of the study are summarized herein. The Project Site occurs in southern California, in a tectonically active area. The type and magnitude of seismic hazards affecting a site are dependent on the distance to the causative fault and the intensity and magnitude of the seismic event. The seismic hazard may be primary, such as surface rupture and/or ground shaking, or secondary, such as liquefaction and/or ground lurching. The site is located on the northern portion of the Riverside sub-block, approximately 0.6 miles west of the San Jacinto Fault, 14.0 miles southwest of the San Andreas fault zone, and 21.8 miles east of the Elsinore fault zone.</p> <p>As concluded in the May 2022 Geotechnical Investigation, active faults are not known to exist within the Project Site and a review of Special Publication 42 indicates the Project Site is not within a California State designated Earthquake Fault Zone. Accordingly, the potential for fault surface rupture on the Project Site is considered very low. Due to the location of the nearest fault, located approximately 0.6 miles to the west, fault rupture would not result at the Project Site. Construction of the 151 single-family residences in accordance with applicable requirements set forth within the Uniform Building Code would ensure that potential impacts are reduced to the maximum extent possible. Therefore, less than significant impacts would result and no mitigation measures are required.</p>				
<p>ii) Strong seismic ground shaking?</p>			X	
<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p>				
<p>The Peninsular Range has historically been a province of relatively high seismic activity. The Peninsular Range Block, on which the site is located, is characterized by a series of parallel, northwest trending faults that exhibit right lateral dip-slip movement. These faults are terminated by the Transverse Range block to the north and extend southward to the Baja Peninsula. These northwest trending faults divide the Peninsular Range block into eight sub-blocks. The site is located on the Riverside sub-block, which is bound to the west</p>				

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<p>by the Elsinore-Whittier fault zone and to the east by the San Jacinto fault zone. These fault systems have been studied extensively and in a large part control the geologic structure of southern California.</p>				
<p>In addition, ground shaking hazards caused by earthquakes along with other active regional faults exist. The 2022 California Building Code requires the use of modified spectral accelerations and velocities for most structural designs. Seismic design parameters using soil profile types identified in the 2022 California Building Code. Implementation of recommendations provided in the approved Geotechnical Investigation, and compliance with the California Building Code will ensure that risks associated with ground shaking would remain less than significant. Less than significant impacts would result, and no mitigation measures are required.</p>				
iii) Seismic-related ground failure, including liquefaction?			X	
<p>Response: Geotechnical Investigation prepared by Alta California, May 20, 2022.</p>				
<p>Liquefaction is the process in which loose, saturated granular soil loses strength because of cyclic loading. The strength loss is a result of a decrease in granular sand volume and a positive increase in pore pressures. Generally, liquefaction can occur if all the following conditions apply, liquefaction-susceptible soil, groundwater within a depth of 50 feet or less, and strong seismic shaking.</p>				
<p>In general, the more recent that a sediment has been deposited, the more likely it will be susceptible to liquefaction. Other factors that must be considered are groundwater, confining stresses, relative density, and the intensity and duration of seismically induced ground shaking. Groundwater level data from the closest known well indicates the ground water level was approximately 334-feet below the ground surface in November 2021 (CDWR, 2022), although perched water was as shallow as 20 feet. The Project Site is in a moderate liquefaction potential zone<sup>8</sup>.</p>				
<p>A liquefaction analysis was performed as part of the Geotechnical Investigation. A groundwater level of 20 feet below existing ground surface was assumed, although this level is considered conservative with actual groundwater levels deeper than 50-feet. Implementation of existing State and local laws and regulations concerning soil liquefaction and ground failure are required for all projects in the City. In addition, recommendations provided in the Geotechnical Report shall be made conditions of project approval. With implementation of State, City requirements and conditions of approval, less than significant impacts would result and no mitigation measures are warranted.</p>				
iv) Landslides?			X	
<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p>				
<p>During a recent site visit, no signs of slope instability in the form of landslides, rock falls, earthflows or slumps were observed at or near the Project Site. The Project Site is situated on relatively flat ground and not immediately adjacent to any slopes or hillsides. As such, risks associated with slope instability should be considered negligible. Therefore, impacts related to landslides and slope failure would be less than significant.</p>				
b) Result in substantial soil erosion or the loss of topsoil?			X	

<sup>8</sup> City of San Jacinto General Plan Update FEIR Figure 5.7-2, Liquefaction Susceptibility

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<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p>				
<p>Topography at the Project Site and in the immediate area is relatively flat. Strong winds (typically in association with Santa Ana winds), particularly during grading activities, may erode exposed soils and generate fugitive dust and PM<sub>10</sub>, resulting in soil erosion or the loss of topsoil. However, the Proposed Project would be required to provide the appropriate soil erosion control elements and would be constructed in accordance with the City of San Jacinto development requirements. In addition, standard procedures as required in the Storm Water Pollution Prevention Plan (SWPPP) and WQMP would mitigate any potential erosion impacts to less than significant. Additionally, with implementation recommendations as provided in the Project's conditions of approval, impacts associated with soil erosion or the loss of topsoil would be reduced to a less than significant level.</p>				
<p>c) Be located on a geological 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?</p>			X	
<p>The Project Site occurs in an area of active subsidence as designated by the County of Riverside (RCIT, 2022). Upon implementation of the grading recommendations presented in the Geotechnical Investigation, the effects of subsidence on the proposed development would be considered negligible.</p> <p>Liquefaction can potentially cause foundation bearing failure due to ground softening and near-failure in bearing. As concluded in the Geotechnical Report, with implementation of soil removal recommendations, which would be required as conditions of approval for the Project, the potential for loss of bearing is considered less than significant.</p> <p>The lateral displacement of surficial blocks of sediment can occur from liquefaction in a subsurface layer. The most pervasive forms of lateral spreading typically involve sites located near large slopes and/or channels; however, it has been noted that lateral spreading can occur on sites with gently sloping, such as the Project Site. Determination of the potential for lateral spread is based on the presence of continuous potentially liquefiable soil layers underneath the structures and the presence of lateral confinement. Given the flat nature of the site, the limited extent of perched water, and implementation of recommendations provided in the Geotechnical Investigation (i.e., removal of unsuitable soil and foundation design), the report concluded that upon the completion of remedial grading, the potential for lateral spread at the Project Site is considered to be within design tolerances of the proposed foundation systems.</p> <p>Settlement due to seismic shaking can occur from both liquefaction of saturated sediments and/or rearrangement of dry sand particles. A liquefaction analysis was performed utilizing cone penetration test data and laboratory test results to analyze the potential amount of settlement. Based on the results, the report concluded that with implementation of recommendations presented in the Geotechnical Investigation potential impacts would be reduced to a less than significant level.</p>				
<p>d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial direct or indirect risks to life or property?</p>			X	
<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Expansive soils contain certain types of clay minerals that shrink or swell as the moisture content changes; the shrinking or swelling can shift, crack, or break structures built on such soils. Arid or semi-arid areas with seasonal changes of soil moisture experience a much higher frequency of problems from expansive soils than areas with higher rainfall and more constant soil moisture.</p> <p>Expansion index testing was performed on samples taken during the subsurface investigation, and based on the results, it is anticipated that most materials on-site are “very low” to “low” in expansion potential as tested per ASTM D: 4829.</p> <p>The California Building Code 2022, 1808.6 mandates that special foundation design consideration is employed if the soil expansion Index is 20 or greater. The methodology and scope for a geotechnical investigation is described in UBC Section 1803, and requires an assessment of slope stability, soil strength, adequacy of load-bearing soils, the presence of compressible or expansive soils, and the potential for liquefaction. The required content of the geotechnical report includes recommendations for foundation type and design criteria. These recommendations can include foundation design provisions that are intended to mitigate the effects of expansive soils, liquefaction, and differential settlement. In general, mitigation can be accomplished through a combination of ground modification techniques (i.e., stone columns, reinforcing nail and anchors, deep soil mixing, etc.), selection of an appropriate foundation type and configuration, and use of appropriate building/foundation structural systems. Section 1804.5 Excavation, Grading, and Fill require the preparation of a geotechnical report where a building will be constructed on compacted fill.</p> <p>The International Building Code (IBC) replaced earlier regional building codes (including the Uniform Building Code) in 2000 and established consistent construction guidelines for the nation. In 2006, the IBC was incorporated into the 2007 California Building Code (CBC) and currently applies to all structures being constructed in California. The national model codes are therefore incorporated by reference into the building codes of local municipalities. The CBC includes building design and construction criteria that take into consideration the State’s seismic conditions.</p> <p>As stated previously, the Geotechnical Investigation concluded that the majority of materials on-site are considered “very low” to “low” in expansion potential. Through adherence to State and local seismic and structural regulations (i.e., California Seismic Hazards Mapping Act, California Building Code, San Jacinto Municipal Code) and conditions of approval, the impacts of expansive soils would be considered less than significant.</p>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p> <p>An on-site septic system that is supported by the site’s soils currently serves the existing residence and would remain. Upon Annexation, the proposed single-family residential development that may be constructed after the subdivision is recorded would be served by the City of San Jacinto’s (EMWD) sewer infrastructure. Therefore, no significant impacts would result from soils incapable of supporting septic tanks or alternative wastewater disposal.</p>				
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	
<p><b>Response:</b> <i>Geotechnical Investigation prepared by Alta California, May 20, 2022.</i></p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The Geotechnical Investigation did not note the occurrence of a unique geologic feature on-site. The Project Site is characterized as having a High Sensitivity (High B) designation for fossils<sup>9</sup>. The designation is based on the occurrence of fossils at a specified depth below the surface. The designation indicates that fossils are likely to be at or below four feet of depth and may be impacted during excavation by construction activities.</p> <p>As stated in the Final EIR prepared for the City’s General Plan Update, the Resource Management Element includes policies and actions to protect significant paleontological resources. Specifically, Policy RM-3.1 protects areas containing significant historic, archaeological, and paleontological resources, as defined by the California Public Resources Code. As future development occurs, project sites located within areas identified as having high paleontological sensitivity (Figure 5.7-6 and San Jacinto Development Code (SJDC) Section 17.500.020) would be required to prepare a resource assessment. The objective of the report is to determine if significant paleontological resources are potentially present and if the project would significantly impact these resources for measures to be implemented to avoid the resource; monitor soil disturbance where there is high potential for resources; and implement mitigation measure to mitigate impacts. With implementation of General Plan policies and actions and compliance with SJDC Section 17.500.020, potential impacts to paleontological resources would be reduced to less than significant and no mitigation measures are warranted.</p>				
<p><b>VIII. GREENHOUSE GAS EMISSIONS</b> – Would the project:</p>				
<p>a) Generate greenhouse gas emissions, either directly or indirectly that may have a significant impact on the environment?</p>			X	
<p><b>Response:</b> Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022; see Appendix A.</p> <p>Emissions were estimated using CalEEMod version 2022.1 with construction anticipated to begin in 2024. The CalEEMod defaults were used for other parameters which are used to estimate construction emissions, such as the worker and vendor trips and trip lengths. The operational mobile emissions were calculated using Urban Crossroads Screening Assessment, prepared in February 2022. The Screening determined that the Proposed Project would generate approximately 1,424 total daily trips per day.</p> <p>Many gases make up the group of pollutants which contribute to global climate change. However, three gases are currently evaluated and represent the highest concentration of GHG: Carbon dioxide (CO<sub>2</sub>), Methane (CH<sub>4</sub>), and Nitrous oxide (N<sub>2</sub>O). The Proposed Project’s emissions were compared to San Bernardino County Screen Threshold of 3,000 MTCO<sub>2</sub>E. A summary of the results is shown below in Table 5.</p>				

<sup>9</sup> City of San Jacinto General Plan Update FEIR Figure 5.7-6, Paleontological Sensitivity

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 5  
Greenhouse Gas Operational Emissions  
(Metric Tons Per Year)**

Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O
Annual- Max	1,980.0	1.6	0.0
Total (MTCO <sub>2</sub> e)	<b>2,047</b>		
Construction Amortized 30-Years	<b>14.5</b>		
<b>Total (MTCO<sub>2</sub>e)</b>	<b>2,061.5</b>		
SCAQMD and CAP Threshold	3,000		
<b>Significant</b>	<b>No</b>		

Source: CalEEMod 2022

As shown in Table 5, the Proposed Project's emissions would not exceed SCAQMD's draft screening threshold. Therefore, impacts are identified or anticipated, and no mitigation measures are required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?			X	
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**Response:** (Source: TTM-37495 – Focused Air Quality and Greenhouse Gas Impact Evaluation, prepared by Lilburn Corporation, November 2022)

The Project will be subject to the policies and ordinances pertaining to air quality and climate change stated in the City's General Plan. The City of San Jacinto is participating in the Western Riverside Council of Governments (WRCOG) Subregional Climate Action Plan. The WRCOG Subregional CAP establishes a community-wide emissions reduction target of 15% below 2010, following guidance from CARB and the Governor's Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the state-wide AB 32 goal of reducing emissions to 1990 levels.

As the City of San Jacinto does not currently have their own Climate Action Plan (CAP), and the goal of the Subregional CAP is to be consistent with AB-32 and the CARB Scoping Plan (based on the goals of AB-32), the Project has been compared to the applicable measures of the CARB Scoping Plan.

Consistency with SB-32 and AB-32 SCAQMD's tier 3 thresholds used Executive Order S-3-05 goal as the basis for deriving the screening level. The California Governor issued Executive Order S-3-05, GHG Emission, in June 2005, which established the following reduction targets:

- 2010: Reduce greenhouse gas emissions to 2000 levels
- 2020: Reduce greenhouse gas emissions to 1990 levels
- 2050: Reduce greenhouse gas emissions to 80 percent below 1990 levels.

In 2006, the California State Legislature adopted AB 32, the California Global Warming Solutions Act of 2006. AB 32 requires CARB, to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020 through an enforceable statewide emission cap which was phased in 2012.

Therefore, as the Project's emissions meet the threshold for compliance with Executive Order S-3-05, the Project's emissions also comply with the goals of AB 32. Additionally, as the Project meets the current interim emissions targets/thresholds established by SCAQMD (as described above), the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB- 32. Furthermore, all of the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
level, and the Project will be required to comply with these regulations as they come into effect.				
Therefore, the Project will not conflict with any applicable plan, policy or regulation of an agency adopted to reduce the emissions of greenhouse gases. Impacts are considered to be less than significant, directly indirectly, and cumulatively.				
IX. 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	
<p><b>Response:</b></p> <p>Hazardous materials are highly regulated in California, including the methods in which they are transported, used and stored. The request for annexation and subdivision that may result in the development of 15 residential units, Construction of the Proposed Project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. All materials required during construction would be kept in compliance with State and local regulations and BMPs. Although these materials could be stored on-site during construction activities, the Proposed Project would be required to comply with State and local guidelines regulating hazardous materials. The management of hazardous materials during the Proposed Project’s construction phase would not result in a significant impact.</p> <p>Post-construction activities would include standard maintenance (i.e., landscape upkeep, exterior painting and similar activities) involving the use of commercially available products (e.g., pesticides, herbicides, gas, oil, paint, etc.) the use of which would not create a significant hazard to the public. Impacts from operations would be less than significant.</p>				
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	
<p><b>Response:</b></p> <p>The Proposed Project could result in the development of 151 new single-family homes. The Project does not contain land uses typically associated with hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste. Through the construction process (clearing, grading/earthwork, installation of utilities, foundation/paving, framing and painting), any hazardous materials used on-site would be handled and stored in accordance with all federal, State and City regulations and BMPs. As noted in response a, residences would store and use various chemicals for routine housekeeping and landscaping maintenance. However, none of these chemicals would be used in sufficient quantities to pose a threat to humans or the environment.</p> <p>Therefore, less than significant impacts would result, and no mitigation measures are required.</p>				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or			X	

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
proposed school?				
<p><b>Response:</b> <i>Google maps</i></p> <p>San Jacinto Valley Academy is located approximately 2,000 feet (0.4 mile) southwest of the Project Site. During construction, any hazardous materials would be delivered, handled and stored in compliance with all federal, State, County and City regulations. As noted in IX a-b) above, the Project will create lots for future single-family residential development that would use various chemicals for routine housekeeping and landscaping maintenance. Through compliance with City, County, State, and federal regulations the Project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste that would impact any surrounding schools. Therefore, adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
<p><b>Response:</b></p> <p>The Project Site is not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the EnviroStor database.<sup>10</sup> Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?				X
<p><b>Response:</b> <i>(Source: Riverside County Land Use Commission – Hemet-Ryan Airport Plan Final 2017)</i></p> <p>No public airports occur within two miles of the Project Site. The City of San Jacinto is located outside the Airport Influence Area for the Hemet-Ryan Airport which is in the City of Hemet, approximately seven miles south of the City of San Jacinto. Therefore, the Project will have no impact regarding its location within an airport land use plan or creating a significant safety hazard or result in excessive noise to the public or environment. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
<p><b>Response:</b> <i>Source: General Plan Update Draft EIR, July 2022</i></p> <p>As discussed in the General Plan Update EIR, the City of San Jacinto 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. The White Paper includes definitions and data sources as well as assumptions and methodology used to map the evacuation routes. The analysis identified nearly 500 parcels (approximately 10 percent of developed parcels in the City) in a high hazard zone (as defined</p>				

<sup>10</sup> <https://calepa.ca.gov/sitecleanup/corteselist/section-65962-5a/>, Accessed December 7, 2022.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>in the White Paper) with one exit point directly onto an arterial (or higher classification) roadway. These parcels are widespread throughout the planning area, and they tend to be condo, apartment, and mobile home communities, or large rural residential parcels.<sup>11</sup></p> <p>Access to the Project Site would be provided via two new 40-foot drives along Alessandro Avenue and a new 40-foot drive from Vernon Street. All access points are along existing roadways within the City’s circulation system. The Proposed Project would not alter the existing circulation pattern within the Project area. Emergency access and evacuation routes would not be affected by the Proposed Project.</p> <p>The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, State, and local laws and regulations during the construction of the Project would ensure potential impacts would be less than significant to an adopted emergency response/evacuation plan.</p>				
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022</p>				
<p>According to the General Plan Update EIR, Figure 5.20-1<sup>12</sup>, the Project Site is not within a Fire Hazard Severity Zone. The Project will not expose people or structures to significant risks associated with wildfires and therefore, no impact will occur.</p>				
<p><b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b></p>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p>				
<p>A Drainage Study and a Preliminary Water Quality Management Plan reviewed and approved in July 2025 were prepared by Love Engineering (see Appendix E). Both reports are available for review at the City of San Jacinto Community Development Department and results are summarized herein. The Proposed Project would disturb an approximate 43.68-acre site and would therefore be subject to the National Pollutant Discharge Elimination System (NPDES) permit. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State’s General Construction permit include the removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a SWPPP. The SWPPP is based on the principles of Best Management Practices (BMPs) to control and abate pollutants. The SWPPP must include BMPs to prevent project-related pollutants from impacting surface waters. The purpose of a SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of storm water associated with construction activities; and 2) identify, construct and implement storm water pollution control measures to reduce pollutants in storm water discharges from the construction site during and after construction.</p>				

<sup>11</sup> <https://sanjacinto.generalplan.org/documents-amp-maps>. Accessed December 7, 2022.

<sup>12</sup> <https://sanjacinto.generalplan.org/documents-amp-maps>. Accessed December 7, 2022.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The NPDES also requires a Water Quality Management Plan (WQMP), which is subject to review and approval by the City. A preliminary WQMP was prepared for the Proposed Project. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the City would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.</p>				
<p>b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?</p>			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p> <p>San Jacinto is located within the San Jacinto Groundwater Basin (basin). The basin underlies the cities of San Jacinto, Perris, Moreno, and Menifee valleys in western Riverside County. The basin is transected by the San Jacinto fault zone creating groundwater barriers. The basin is primarily recharged through percolation in the San Jacinto River and associated tributaries. The Proposed Project includes a request for a TMP to allow for the construction of 151 single-family homes. The site plan includes a 29,279 cubic foot (cf) a 20,972 cf and a 2,360 cf bioretention basins, that would receive on-site stormwater flows and allow for site percolation.</p> <p>Upon Annexation, the Project would be served by City of San Jacinto Water Department through an Interagency Permit Agreement with EMWD. The City provides water service to an area with a current population of 17,993. The City is projected to have a population of 26,403 by Calendar Year 2045.<sup>13</sup> The City owns and operates a water distribution system that serves a portion of the City of San Jacinto. The City's service area covers approximately 4 square miles and is located in the southwesterly part of Riverside County at the base of the San Jacinto Mountains, which are located to the east of the City. The remaining portion of the City is served by EMWD and Lake Hemet Municipal Water District (LHMWD) The City relies almost exclusively on groundwater pumped by four wells. The wells produce groundwater from the San Jacinto Basin which covers an area of approximately 60 square miles. The San Jacinto Basin is drained by the San Jacinto River and is recharged by surface runoff from adjacent mountains and hills, by rainfall directly on the valley floor and by return flow from water applied from overlying uses. The San Jacinto Basin serves as a natural storage reservoir and filtering system for wells constructed therein. In addition, the San Jacinto Basin has a Groundwater Replenishment Program which uses untreated imported water to recharge the San Jacinto Basin. The Project would connect to an existing 12-inch water line in Vernon Street.</p> <p>A well near the intersection of Main Street and Ramona Expressway began operating during the summer of 2005. Additionally, a new well is being drilled at Grand Avenue and is estimated to be in service by 2025. The City's Urban Water Management Plan (UWMP) states that it has adequate water service projected through 2045. In the event of emergencies, additional water supply is available to be purchased from EMWD for domestic water service. The estimated water use for the Project (including the existing single-family residence on-site) is 63,840 gallons per day (gpd) (420 gpd times 152 dwelling units), and irrigation of Lettered Lots at 15,411 gpd.<sup>14</sup></p>				

<sup>13</sup> San Jacinto 2020 Urban Water Management Plan [https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server\\_10384345/File/City%20Government/WaterPowerPW/2020%20UWMP.pdf](https://cdnsm5-hosted.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/WaterPowerPW/2020%20UWMP.pdf)

<sup>14</sup> Meets State Conservation Guidelines for Landscape facilities.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>The City produces groundwater from the San Jacinto Basin within an area referred to as the "Management Area". The San Jacinto Basin Judgment estimates the groundwater safe yield of the Management Area to be approximately 45,000 acre-feet per year. The City of San Jacinto's Base Production Rights are currently 3,004 acre-feet per year. The Hemet-San Jacinto Watermaster can reduce the amount of water rights available to Producers before they must pay an assessment for expensive imported water. This action provides producers with an economic incentive to reduce demands.</p> <p>The San Jacinto Basin is managed by the Hemet-San Jacinto Watermaster. During the period of management under the Judgment, significant drought events have occurred. In each drought cycle the San Jacinto Basin has been managed to maintain water levels. Therefore, based on historical and on-going management practices, the City will be able to rely on the San Jacinto Basin for adequate supply over the next 25 years under single dry years and a five consecutive year drought periods.</p> <p>Local water purveyors in the San Jacinto Basin developed a Groundwater Management Plan (GWMP) in November 2007 for the San Jacinto-Hemet Valley to effectively manage the groundwater basin, allocate and protect groundwater resources. In April 2013, a Stipulated Judgment was entered with the Superior Court of the State of California for the County of Riverside adopting the GWMP and creating the Hemet-San Jacinto Watermaster.</p> <p>As stated in the City of San Jacinto 2020 UWMP, the system had 4,136 connections in 2020 and supplied 2,650 acre-feet of water that year. The UWMP stated that during a multiple dry-year period, the City's total water supply would be 3,547 acre-feet (AF) by 2045, while the total water demand is projected to be 3,547 AF in the same year for multiple dry years, resulting in neither surplus nor deficit. The UWMP indicates that the City's supplies have been determined to be sufficient to meet demands within the district's service area during normal, dry, and multiple dry years through the year 2045.</p> <p>No new wells or additional water infrastructure are proposed. The Project will be designed for compliance with existing federal, State, and local water quality laws and regulations related to groundwater and will have a less than significant impact on groundwater supplies.</p>				
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:</p>				
<p>i) Result in substantial erosion or siltation on- or off-site?</p>			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p> <p>Erosion is the wearing away of the ground surface as a result of the movement of wind or water, and siltation is the process by which water is affected by fine mineral particles in the water. Soil erosion could occur due to a storm event. Construction activities covered under the State of California's General Construction permit include removal of vegetation, grading, excavating, or any other activities that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The purpose of the SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct, and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs would prevent substantial soil erosion or the loss of topsoil. Examples of BMPs include, i.e., sandbag barriers, geotextiles, storm drain inlet</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>protection, sediment traps, rip rap soil stabilizers, sweep roadway from track-out, and rumble strips. BMPs applicable to the Proposed Project will be subject to City approval and provided in contract bid documents. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.</p>				
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p> <p>Results of the Drainage Study prepared for TTM 34271 by Thomas Love with the provision of off-site drainage improvements provided in Lots A, E and F, determined that the flows exiting the Project Site, in developed conditions, would be less than or equal to the flows exiting the site in existing condition. As concluded in the report, the developed condition creates additional travel length and therefore yields a longer time of concentration. Since the Project would result in less runoff, mitigation of developed flows would not be required.</p> <p>Site design and other applicable requirements would ensure that drainage and stormwater would not create or contribute water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the Project will have a less than significant impact to the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.</p>				
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Water Quality Management Plan (WQMP), July 2025.</p> <p>See responses to a) and b) above.</p>				
iv) Impede or redirect flood flows?			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p> <p>See response to c) ii) above.</p>				
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022.</p> <p>Due to the inland distance from the Pacific Ocean and any other significant body of water, tsunamis and seiches are not potential hazards at the site. According to City of San Jacinto General Plan Figure PS-2, the Project Site is neither located within a 100-year floodplain nor a 500-year floodplain. Therefore, the risk of release of pollutants due to project inundation is low. No impacts would result and no mitigation measures are required.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with or obstruct implementation of a water quality control plan or substantial groundwater management plan			X	
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022; Drainage Study and Water Quality Management Plan (WQMP), July 2025.</p> <p>Requirements of a NPDES permit to be issued for the Proposed Project would include development and implementation of a SWPPP as discussed and required by the WQMP prepared for the Project and is subject to RWQCB review and approval. The Proposed Project would not otherwise substantially degrade water quality as appropriate measures relating to water quality protection would be implemented. Therefore, less than significant impacts would result, and no mitigation measures are required.</p>				
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?				X
<p><b>Response:</b> Source: General Plan Update Draft EIR, July 2022</p> <p>The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility in an existing community or between a community and an outlying area. The Proposed Project does not include the construction of a linear feature, and the Project Site, except for a single-family residence near the southwest corner, is currently vacant. Therefore, the Proposed Project would neither physically divide an established community nor cause a significant environmental impact due to conflict with any land use plans or policies. No impacts would occur, and no mitigation measures are required.</p>				
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			X	
<p><b>Response:</b> Source: City of San Jacinto General Plan Update Final EIR, November 2022.</p> <p>The Project Site is currently under the jurisdiction of Riverside County. Under the County's General Plan, the Project site is designated as AG and is zoned Heavy Agriculture (A-2-10). The Applicant is initiating the annexation of the Project Site into the City of San Jacinto.</p> <p>Upon annexation and under City of San Jacinto pre-zone conditions, the 43.68-acre site would be designated Low Density Residential (LDR) and Public/Institutional (PI) and zoned Residential, Low Density (RL) and Public Institutional (PI). The RL zoning would allow for density ranging from 2.1 to 7.0 dwelling units per net acre, and allows for the proposed 152 single-family residential units. For the 0.37-acre parcel the PI designation is not residential, the designation is suited for the 0.37-acre site and will provide necessary drainage facilities for the area.</p> <p>Under the existing County designation of Agricultural, the Project Site depending on water availability could be used for agricultural purposes or may be divided into to four lots. Under proposed City pre-zone</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>designation as discussed above, up to 215 dwelling units could be developed; resulting in 211 dwelling units more when compared to development under the County General Plan. Approval of the Project would not conflict with any land use plan, policy, or regulation. Therefore, impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p><b>XII. MINERAL RESOURCES – Would the project:</b></p>				
<p>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?</p>				X
<p><b>Response:</b> Source: City of San Jacinto General Plan Update Final EIR, November 2022</p> <p>The Project Site is within Mineral Resources Zone 3 (MRZ-3)<sup>15</sup>. MRZ-3 designation is an area where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. Neither the County nor the City has designated the Project Site for mineral recovery. The Project Site occurs in a partially developed, residential area. It is surrounded by residential development to the west, vacant land to the east and south (approved for residential development), and vacant land, residential and agricultural uses to the north. The surrounding land uses make the site unsuitable for mineral resources extraction. Therefore, no impact would result, and no mitigation measures are required.</p>				
<p>b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?</p>				X
<p><b>Response:</b> Source: City of San Jacinto General Plan Update Final EIR, November 2022</p> <p>The Project Site is not delineated for mineral recovery on a local general plan, specific plan or other land use plan and therefore would have no impact to the availability of important mineral resources. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.</p>				
<p><b>XIII. NOISE – Would the project result in:</b></p>				
<p>a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies</p>		X		
<p><b>Response:</b> Source: Municipal Code Chapter 8.40 – Noise Control; Kasbergen/Halfigler TT34271 P22-004, Noise and Vibration Impact Analysis, prepared by Urban Crossroads, September 13, 2023.</p> <p>In September 13, 2023, a Noise Study was prepared by Urban Crossroads, Inc. to determine the noise exposure and any necessary noise mitigation measures for the proposed residential subdivision (see Appendix F). The noise study was prepared to satisfy applicable City of San Jacinto noise standards and significance criteria based on Appendix G of the CEQA Guidelines. The Noise Study is available for review</p>				

<sup>15</sup> City of San Jacinto General Plan Update Final EIR, Figure 5.12-1. Mineral Resource Zones

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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at the City of San Jacinto Community Development Department and results of the study are summarized herein.

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level ( $L_{eq}$ ). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the “average” noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA  $L_{eq}$  sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA  $L_{eq}$  sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of San Jacinto relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

City of Jacinto General Plan noise standards are set forth in Table PS-1 of the Public Safety Element. The table outlines the acceptable exterior noise standards from transportation and stationary sources. The noise criteria identified in the City of San Jacinto Public Safety Element (Tables PS-1, PS-2, PS-3 and PS-4) are guidelines to evaluate the land use compatibility of transportation related noise. The Project’s residential land use is considered normally acceptable with exterior noise levels below 60 dBA CNEL, conditionally acceptable with exterior noise levels of up to 70 dBA CNEL, and normally unacceptable with exterior noise levels of up to 75 dBA CNEL. According to the General Plan Noise Element, Table PS-1, the City’s interior noise level limits for daytime and nighttime single-family residential is 45 dBA Leq and 40 dBA Leq<sup>16</sup>, respectively. Section 8.40.040 (A) from the City’s Noise Ordinance outlines the City’s exterior noise limes as it relates to stationary noise sources. The allowable daytime and nighttime exterior noise levels<sup>17</sup> for the proposed subdivision are 65 dBA Leq and 45 dBA Leq, respectively.

To control noise impacts associated with the construction of the proposed Project, the City of San Jacinto has established limits to the hours of operation. Section 8.40.090 (A) of the Noise Regulation ordinance indicates that noise associated with construction activity is considered exempt from the noise ordinance between the hours of 7:00 a.m. and 7:00 p.m. Monday through Saturday. However, neither the City of San Jacinto General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers. Therefore, a numerical construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* is used for analysis of daytime construction impacts.

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged. The Federal Interagency Committee on Noise (FICON) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the

<sup>16</sup> Leq represents a steady state sound level containing the same total energy as a time varying signal over a given period.

<sup>17</sup> Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 6:59 a.m.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of people highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (Leq). The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without Project noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without Project noise levels for noise-sensitive uses. These levels of increases and their perceived acceptance are consistent with guidance provided by both the Federal Highway Administration and Caltrans.

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 6 shows the significance criteria summary that includes the allowable criteria used to identify potentially significant incremental noise level increases.

**Table 6  
Significant Noise Criteria Summary**

Analysis	Condition(s)	Significance Criteria	
		Daytime	Nighttime
Off-Site Traffic <sup>1</sup>	If ambient is < 60 dBA CNEL <sup>1</sup>	≥ 5 dBA CNEL Project increase	
	If ambient is 60 - 65 dBA CNEL <sup>1</sup>	≥ 3 dBA CNEL Project increase	
	If ambient is > 65 dBA CNEL <sup>1</sup>	≥ 1.5 dBA CNEL Project increase	
On-Site Traffic <sup>2</sup>	Exterior Noise Compatibility Criteria <sup>2</sup>	See Exhibit 3-B	
	Interior Noise Level Standard <sup>3</sup>	See Exhibit 3-D	
Operational	Exterior Noise Level Standards <sup>4</sup>	See Exhibit 3-C	
	If ambient is < 60 dBA Leq <sup>1</sup>	≥ 5 dBA Leq Project increase	
	If ambient is 60 - 65 dBA Leq <sup>1</sup>	≥ 3 dBA Leq Project increase	
	If ambient is > 65 dBA Leq <sup>1</sup>	≥ 1.5 dBA Leq Project increase	
Construction	Noise Level Threshold <sup>5</sup>	80 dBA Leq	
	Vibration Level Threshold <sup>6</sup>	0.3 PPV (in/sec)	

<sup>1</sup> FICON, 1992.

<sup>2</sup> City of San Jacinto General Plan Noise Element Table PS-2.

<sup>3</sup> City of San Jacinto General Plan Noise Element Table PS-4

<sup>4</sup> City of San Jacinto General Plan Noise Element Table PS-3

<sup>5</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

<sup>6</sup> Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

To assess the existing noise level environment, 24-hour noise level measurements were taken at three locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio,

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

deck, or balcony normally used for human activity when estimating impacts for new development projects.

The noise measurements presented below focus on the equivalent or the hourly energy average sound levels (Leq). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 7 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location.

**Table 7  
Ambient Noise Level Measurements**

Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime	Nighttime
L1	Located directly west of the Project site near single-family residence at 22145 Alessandro Avenue North.	65.7	64.8
L2	Located near existing single-family residence on the Project Site at 22384 Alessandro Avenue North.	48.8	48.9
L3	Located directly west of the Project site near Marvo Heifer Ranch Holsteins at 22323 Alessandro Avenue North.	67.3	65.5

<sup>1</sup> See Exhibit 5-A for the noise level measurement locations.

<sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2 of the TA. "Daytime" = 7:00 a.m. to 7:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on *Kasbergen/Halfigler TT34271 Traffic Impact Analysis* by Urban Crossroads, Inc. Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Table 8 provides a list of roadway segments and their parameters.

**Table 8  
Study Area Roadway Parameters**

Roadway	Segment	Classification <sup>1</sup>	Centerline Distance to Receiving Land Use <sup>2</sup>	Vehicle Speed (mph)
Ramona Expy.	w/o State St.	Limited Access Conventional Highway	73'	65
Ramona Expy.	e/o State St.	Limited Access Conventional Highway	73'	65
Ramona Expy.	e/o Alessandro Ave.	Limited Access Conventional Highway	73'	65
Ramona Expy.	e/o Vernon Ave.	Limited Access Conventional Highway	73'	65
State St.	n/o Ramona Expy.	Major	50'	45
State St.	s/o Ramona Expy.	Major	50'	45
Alessandro Ave.	s/o Ramona Expy.	Collector	39'	25
Alessandro Ave.	s/o 1st St.	Collector	39'	25
Alessandro Ave.	s/o Main St.	Collector	39'	25
Vernon Ave.	s/o Ramona Expy.	Collector	39'	45
Vernon Ave.	s/o 1st St.	Collector	39'	25
Vernon Ave.	s/o Main St.	Collector	39'	25

ISSUES & SUPPORTING INFORMATION SOURCES:			Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1st St.	w/o Alessandro Ave.	Collector			39'	25
1st St.	e/o Alessandro Ave.	Collector			39'	25
1st St.	e/o Vernon Ave.	Collector			39'	25
Main St.	w/o Alessandro Ave.	Collector			39'	35

<sup>1</sup> City of San Jacinto General Plan Circulation Element

<sup>2</sup> Based upon the right-of-way distances for each roadway classification provided in the General Plan Circulation Element.

### Existing Project Traffic Noise Level Increases

The existing without Project exterior noise levels ranged from 49.8 to 73.8 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The existing Project conditions were determined to range from 50.1 to 73.9 dBA CNEL. The Project off-site traffic noise level increases range from 0.0 to 1.1 dBA CNEL on the study area roadway segments. Based on the significance criteria for offsite traffic noise, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases on receiving land uses due to the Project-related traffic.

### Existing Plus Ambient Plus Cumulative Project Traffic Noise Level Increases

An analysis of existing plus ambient plus cumulative traffic noise levels plus traffic noise generated by the proposed Project has been included in this report. The Existing without Project exterior noise levels range from 53.1 to 74.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography, and the Existing with Project conditions ranging from 53.4 to 75.0 dBA CNEL. As discussed in the Noise Analysis, the Project off-site traffic noise level increases range from 0.0 to 1.4 dBA CNEL on the study area roadway segments. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level increases on receiving land uses due to the Project-related traffic.

### Operational Noise Impacts

The proposed 152 residential subdivision (including 151 new single-family residential units and one existing single-family residential unit) is not expected to include any operational noise source levels beyond those typically associated with residential land use in the Project study area. This includes people talking, vehicle movements on local streets, ground mounted heating, ventilation, and air conditioning (HVAC) units, etc., and is considered a noise-sensitive receiving land use. The primary operational noise source activities are likely associated with the planned ground mounted HVAC units.

Using the reasonable assumption that an HVAC is placed at the rear of a dwelling unit and requires a 3-foot distance from the wall for air circulation, this would provide at least a separation of 45 feet from the nearest Project boundary line. This would result in noise levels as high as 48 dBA Leq during the daytime and 43 dBA Leq at night. These noise levels would be below the City of San Jacinto's noise level limits for residential properties.

Based on the noise level measurements, the existing daytime ambient noise levels within the adjacent community range from 48.8 to 67.3 dBA Leq during daytime hours and 48.9 to 65.5 dBA Leq during the nighttime hours and are expected to largely overshadow the typical low noise-generating activities associated with the Project's residential land uses. Therefore, the potential operational noise impacts from the Project's residential land uses are not anticipated to result in substantial increase in ambient noise levels and therefore impacts are considered *less than significant*.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>Interior Noise Analysis</b>				
<p>The City of San Jacinto interior noise limit outlined in Section 8.40.050 (A) of the City's Noise Ordinance was used for evaluation of interior noise levels. As concluded in the Noise Analysis, dwellings fronting Ramona Expressway and Vernon Avenue would require the windows to be closed<sup>18</sup> closed and a means of mechanical ventilation (e.g., air conditioning) in order to achieve the interior noise level standard of 45 dBA Leq. As demonstrated in the analysis, with closed windows dwellings facing Ramona Expressway and Vernon Avenue daytime interior noise levels are expected to range from 32.3 to 42.9 dBA Leq for all units (e.g., single and two-story). The interior noise level analysis determined that the 45 dBA Leq daytime interior noise level standard can be satisfied using standard building construction providing windows and sliding glass doors are equipped with minimum STC ratings of 27. Second Floor daytime and nighttime interior noise levels would range from 33.4 to 44.1 DBA leq and 31.3 to 39.8 dBA Leq, respectively. The interior noise level analysis shows that the 45 dBA Leq daytime and nighttime interior noise level standard can be satisfied using standard building construction providing windows and sliding glass doors with minimum STC ratings of 27.</p>				
<b>Off-Site Sensitive Receiver Locations</b>				
<p>To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. All distances were measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project Site. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA. Other sensitive land uses in the Project study area that are located at greater distances than those identified will experience lower noise levels than those presented in the report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the Project boundary to each receiver location as follows:</p>				
<p>R1: Location R1 represents the existing noise sensitive residence at 22019 Alessandro Avenue North, approximately 255 feet northwest of the Project Site. Receiver R1 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.</p>				
<p>R2: Location R2 represents the existing noise sensitive residence at 22384 Alessandro Avenue North, on the southwestern Project Site boundary. Receiver R2 is placed in the private outdoor living areas facing the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.</p>				
<p>R3: Location R3 represents the existing noise sensitive Marvo Heifer Ranch Holsteins at 22323 Alessandro Avenue North, approximately 104 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.</p>				
<p>R4: Location R4 represents the existing noise sensitive residence at 22145 Alessandro Avenue North, approximately 128 feet west of the Project Site. Since there are no private outdoor living areas (backyards) facing the Project Site, receiver R4 is placed at the building façade. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.</p>				
<b>Construction Noise Levels at Sensitive Receiver Locations</b>				

<sup>18</sup> Homeowners could have the windows open provided noise levels above 45 dBA Leq do not disturb them.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Construction noise levels are expected to range from 46.9 to 64.6 dBA Leq at the nearby receiver locations. To evaluate whether the Project will generate potentially significant short-term noise levels at nearest sensitive receiver locations, a construction-related daytime noise level threshold of 80 dBA Leq is used as a reasonable threshold to assess the daytime construction noise level impacts. Based on the construction noise analysis, the nearest receiver locations will satisfy the reasonable daytime 80 dBA Leq significance threshold during Project construction activities. Therefore, the noise impacts due to Project construction noise are considered <i>less than significant</i> at all receiver locations.</p> <p><b>Operational Noise Impacts at Sensitive Receiver Locations</b></p> <p>Based on the noise level measurements, the existing daytime ambient noise levels within the adjacent community range from 48.8 to 67.3 dBA Leq during the typical daytime hours and 48.9 to 65.5 dBA Leq during the nighttime hours and are expected to largely overshadow the typical low noise-generating activities associated with the Project's residential land uses. Therefore, the potential operational noise impacts from the Project's residential land uses are not anticipated to result in substantial increase in ambient noise levels are considered <i>less than significant</i> under CEQA.</p> <p><u>Summary of Noise Reduction Measures for interior and exterior locations</u></p> <p>Certain lots fronting Ramona Expressway, Vernon Avenue and Alessandro Avenue would require the windows to be closed as well as upgraded windows and sliding glass doors in order to achieve the City's interior noise level standard of 45 dBA Leq. To ensure proper noise isolation, mitigation would be required. The Project will be compliant with the City's noise regulations with the implementation of the mitigation measures, and such the Project will have a less than significant impact with mitigation on the 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.</p> <p><b>MM NOI-1:</b> The Developer shall ensure all buildings plans reflect that all 1st-floor windows and sliding glass doors for Lots 59,63,65,69, 71, 73 fronting Ramona Expressway and Lots 77, 81 and 89 fronting Vernon Avenue shall have a minimum STC rating of 27. Second floor windows for Lots 46, 50, 54 and 55 fronting Alessandro Avenue, and Lots 59, 63, 65, 69, 71,73 fronting Ramona Expressway, and Lots 76, 77, 81 and 89 fronting Vernon Avenue shall also have a minimum STC rating of 27. For proper acoustical performance, all exterior windows, doors, and sliding glass doors must have positive seals and weather stripping, and leaks/cracks must be kept to a minimum.</p>				
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
<p><b>Response:</b> Source: Municipal Code Chapter 8.40 – Noise Control; Kasbergen/Halfigler TT34271, Noise and Vibration Impact Analysis, prepared by Urban Crossroads, September 13, 2023.</p> <p>Per the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Impact Assessment Manual (9), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.</p>				

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

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration.

To analyze vibration impacts originating from the operation and construction of the 151 single-family residential units, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of San Jacinto identifies a vibration level limit of 0.30 peak particle velocity PPV (in/sec).. The nearest noise sensitive buildings adjacent to the Project Site are residential structures located with a maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec).

At distances ranging from 25 to 255 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.01 to 0.09 in/sec PPV (see Table 9). Based on maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations (i.e., R1, R2, R3 and R4). Therefore, the Project-related vibration impacts would be considered less than significant during typical construction activities at the Project Site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur during heavy construction equipment operation that occurs near the Project Site boundary.

**Table 9  
Project Construction Vibration Levels  
at Sensitive Receiver Locations**

Receiver <sup>1</sup>	Distance to Const. Activity (Feet) <sup>2</sup>	Typical Construction Vibration Levels PPV (in/sec) <sup>3</sup>					Thresholds PPV (in/sec) <sup>4</sup>	Thresholds Exceeded? <sup>5</sup>
		Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level		
R1	255'	0.00	0.00	0.00	0.00	0.00	0.30	No
R2	25'	0.00	0.04	0.08	0.09	0.09	0.30	No
R3	104'	0.00	0.00	0.01	0.01	0.01	0.30	No
R4	128'	0.00	0.00	0.01	0.01	0.01	0.30	No

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

**Response:** Source: Municipal Code Chapter 8.40 – Noise Control; Kasbergen/Halfigler TT34271, Noise and Vibration Impact Analysis, prepared by Urban Crossroads, September 13, 2023.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Project site is not located within two miles of an airport or airstrip. The closest airport is the Hemet Ryan Airport located over five miles southwest of the Project Site. As such, the Project Site would not be exposed to excessive noise levels from airport operations, and therefore, the Project will have no impact, directly, indirectly, or cumulatively to exposing people residing or working in the project area to excessive noise.

**XIV. POPULATION AND HOUSING – Would the project:**

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

The 43.68-acre annexation area occurs within the unincorporated area of the County of Riverside, and within the City’s Sphere of Influence. Approximately 1.98 acres of the 43.68-acre annexation area is developed with a single-family residence and related structures. The remaining area is currently vacant and includes a 0.37-acre area north of Ramona Expressway. The entire 43.68-acre Project Site is currently designated AG by the County of Riverside. Under the City of San Jacinto General Plan, the site is designated LDR and PI within its sphere-of-influence. Upon annexation and other entitlement approvals, the Project Site may be developed with 151 new single-family residential units. The increase in population was planned and anticipated under the City’s General Plan.

Based on 3.45 people per household, the proposed development would result in 521 more people when compared to the County of Riverside General Plan existing land use designation of Agriculture. However, the Project Site is within the City of San Jacinto’s Sphere of Influence and was assessed for residential development in the City’s General Plan Update Final EIR. The addition of 151 single-family homes would not be considered growth inducing although it would result in a more intense use when compared to the County’s current designation. In addition, existing infrastructure occurs within the area (i.e., Ramona Expressway, Vernon Avenue, Alessandro Avenue); except for the extension of water and sewer, no other significant expansion of utilities would be required. The extension of water and sewer service for the proposed residential development would not indirectly result in population growth for the area as surrounding parcels have already been approved for development and are served by the City.

The Project will not induce growth as it is consistent with the City’s General Plan policies for residential development. The City’s General Plan establishes the development potential of the City to accommodate the City’s growth to 2050. The Project, as proposed, will help to accommodate that growth, but will not induce it. The Project site is located adjacent to existing improved streets, and utilities and public facilities are all available in the immediate area. No new road or utility infrastructure, beyond the necessary extensions to the Project Site, is required. Project-related impacts are expected to be less than significant.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

**Response:**

The Proposed Project would not displace any people, or necessitate the construction of replacement housing elsewhere, because the existing home will remain and the remainder of the site is vacant; **no impacts** are anticipated.

**XV. PUBLIC SERVICES – Would the project:**

Fire protection?			X	
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**Response:** Source: [https://www.sanjacintoca.gov/city\\_departments/special\\_districts/community-facilities-districts](https://www.sanjacintoca.gov/city_departments/special_districts/community-facilities-districts)

The City of San Jacinto began contracting with the Riverside County Fire Department for fire and emergency services in 1996. The City's fire service is provided by two fire stations located in the City including Station 25 and Station 78. The Community Facilities Act of 1982 permits the City of San Jacinto to form Community Facilities Districts (CFD) that allows for financing of public improvements and services. The services and improvements that CFDs finance include streets, sewer systems, storm drains, streetlights, and other basic infrastructure, police protection, fire protection and parks. There are a number of CFDs established throughout the City. Upon annexation, the Project would be required to annex into the appropriate CFD including CFD No. 2003-1, and No. 2020-1.

CFD No. 2003-1 is a Public Safety Special Tax District, formed in 2003 under the Mello-Roos Community Facilities Act of 1982 for the purpose of providing funds for police and fire in new developments. The CFD was created in November 2003 in response to a public safety funding crisis in view of a rapidly growing residential base without any significant growth projection in retail sales to help off-set the projected increase in costs of police and fire services needed for an increased population.

In 2003, a financial impact study was completed that analyzed the shortfall of revenue projected compared to the budget needed to fund the projected growth in the police and fire protection to accommodate the projected growth in the City's population through build out. The projected police protection cost was based on 1.0 police officer/per 1,000 population. The projected fire protection was based on growing the current one (1) fire station to (3) fire stations plus a ladder company. A lengthy review process was done that included input by landowners and the community. On November 6, 2003, City Council adopted Resolution 2484 establishing CFD # 2003-1, a Police and Fire Special Tax on all new developments in the City of San Jacinto. The resolution established a maximum initial annual Special Tax A per single-family unit to be due on the annual property tax roll, and a one-time Special Tax B per single-family unit due at building permit issuance.

According to the annual district report for Fiscal Year 2019/20, the maximum Special Tax Rate A was \$535.45 per single-family unit and a maximum Special Tax Rate B was \$917.91 per single-family unit.<sup>19</sup> According to the annual report, the maximum special tax rates increase annually based on the percentage change in the Los Angeles Consumer Price Index with a maximum annual increase of six percent and a minimum annual increase of two percent per fiscal year.

<sup>19</sup> [https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server\\_10384345/File/City%20Government/Finance/SpecialDistricts/CFD%202003-1%202019-20%20Annual%20Report.pdf](https://cdns5-hosted.civiclive.com/UserFiles/Servers/Server_10384345/File/City%20Government/Finance/SpecialDistricts/CFD%202003-1%202019-20%20Annual%20Report.pdf)

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Currently, the Project Site and surrounding area is served by the Riverside County Fire Department Station 25 located at 132 South San Jacinto Avenue, approximately 0.75 miles southwest of the Project Site. Upon annexation the Project Site would continue to be served by the County through annexation and payment into CFD No. 2003-1. The Community Development Department and the Department of Public Safety enforce fire standards during review of building plans and inspections. The proposed development would be required to comply with County fire suppression standards and adequate fire access and pay the required development fees.</p> <p>. The Project would be designed and constructed to be consistent with applicable codes and standards for access and fire suppression infrastructure. The developer of the lots must ensure that:</p> <ul style="list-style-type: none"> <li>• New private access roads are at least 24 feet wide and provide an adequate turning radius for fire and emergency vehicles; the Proposed Development includes 3, 40-foot wide driveways.</li> <li>• Adequate service and response times can be provided to the development without reducing service to existing areas.</li> <li>• Development plans clearly identify fire flows, hydrant siting, and access points.</li> </ul> <p>The Project would not require the construction of a new fire station to maintain service ratios. Through the implementation of all regulations and City policies for development projects, and collection of fees associated with CFD # 2003-1, Police and Fire Special Tax, the Project will have a less than significant impact on fire services.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Police protection?			X	
<p><b>Response:</b> Source: <a href="https://www.sanjacintoca.gov/city_departments/special_districts/community-facilities-districts">https://www.sanjacintoca.gov/city_departments/special_districts/community-facilities-districts</a></p> <p>The City of San Jacinto contracts with the Riverside County Sheriff's Department (RCSD) for police services. The police department's primary objective is to provide general law enforcement services to the City, ensuring safety and security for residents throughout the community. The nearest station is located at 160 W Sixth Street, approximately one mile south of the Project Site.</p> <p>As stated in response (a) above, the Project would be required to annex into Upon annexation, police services for the Project Site would be provided by the City of San Jacinto through contract with the RCSD. Since the City of San Jacinto contracts with the RCSD, no substantial change in services would result. The RCSD currently has 50sworn officers/personnel serving the City<sup>20</sup>. The proposed development of 151 single-family units would result in an additional 521 people (based on 3.45 people per household<sup>21</sup>). The officer to citizen ratio is not anticipated to result in a significant impact to current response times. Given the distance to the Project Site from the station (e.g., one mile), the Proposed Project would not significantly increase response times and therefore would have a less of an impact on police services. In addition, through the implementation of all regulations and City policies for development projects (i.e., collection of developer impact fees), the Project will have a less than significant impact on police services.</p>				
Schools?			X	
<p><b>Response:</b> Source: .</p> <p>School services for the Project Site are currently provided by the San Jacinto School District (SJSD). Upon annexation, the Project Site would continue to be served by SJSD. The development of 151 single-family units on the proposed lots would result in an additional 521 people. The Project is required to pay the state-mandated school fees in place at the time that development occurs. In addition, on-going school taxes are collected as part of local tax assessment. These fees are designed to mitigate impacts to schools by providing funds for the construction of new facilities. Through the implementation of all regulations and City and School District policies for development projects, the Project will have a less than significant impact on schools.</p>				
Parks?			X	

<sup>20</sup> City of San Jacinto Sheriff Dispatch phone conversation, March 1, 2024.

<sup>21</sup> <https://sanjacinto.generalplan.org/documents-amp-maps>. Accessed December 6, 2022.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>Response:</b> <i>Source:</i></p> <p>The Quimby Act of 1975, (California Government Code § 66477), commonly called the “Quimby Act”, allows a city or county to pass an ordinance that requires, as a condition of approval of a subdivision, either the dedication of land, the payment of a fee in lieu of dedication, or a combination of both for park and recreational purposes allows a city or county to require a maximum parkland dedication standard of 3 acres of parkland per 1,000 residents for new subdivision development unless the jurisdiction can demonstrate that the amount of existing neighborhood and community parkland exceeds that limit. In accordance with Section 66477, a jurisdiction may establish a parkland dedication standard based on its existing parkland ratio, provided required dedications do not exceed 5 acres per 1,000 people.</p> <p>The City of San Jacinto Trails Master Plan (TMP) serves as San Jacinto's active transportation and trails guide for the development of multi-modal projects that best meet the needs of the community. The TMP aims to be the basis for the City’s commitment to make San Jacinto a greener, more pedestrian and bicycle friendly community as part of a comprehensive sustainability strategy by reducing the need for motor vehicle travel and associated emissions. 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.</p> <p>The Valley-wide Recreation and Parks District (VWRPD) was created to provide recreation, and park services and now serves residents within an 800-square-mile area encompassing San Jacinto, Hemet, Valley Vista, Sage, Aguanga, Winchester, Menifee, and French Valley. In December 2019, Riverside County and VWRPD updated the Memorandum of Understanding (MOU) to establish protocols to coordinate developer-initiated development projects within the unincorporated portions of the VWRPD service area. The 2020 Master Plan updates the previous 2010 Master Plan with goals to maintain, sustain, and improve the existing system, and prepare the District for future growth associated with new development. In addition, the Riverside County - Regional Park Department and the Valley-Wide Recreation and Park District provide recreational facilities and amenities for the Project Site.<sup>22</sup> There are a total of nine regional parks within the system encompassing 7,982 acres. In addition to regional-scale parks, there are several community parks within the system. The nearest regional park to the Project Site is Hurkey Creek Park located approximately 22 miles southeast of the Project Site. Since there are no local or regional County Park facilities in the immediate annexation area it is likely that future residents of the development will use nearby City Park facilities, in addition to park space (4.13-acres located throughout the development) proposed as part of the Project.</p> <p>The Project includes approximately 4.5 acres of park throughout the Project Site. The Project is not anticipated to result in significant impacts to park facility with the collection of Quimby Act fees, park space provided on-site and amenities available within the Valley-Wide Recreation and Parks District which would continue to serve the area. A less than significant impact on recreational facilities, directly, indirectly, and cumulatively.</p>				
Other public facilities?				X
<p><b>Response:</b> <i>Source:</i> City of San Jacinto General Plan Update Final EIR, November 2022.</p> <p>The City Council of the City of San Jacinto established Community Facilities District No. 2020-1 (the</p>				

<sup>22</sup> <https://rivcoparks.org/> and chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.gorecreation.org/files/ab5e857a7/Master+Plan+2010.pdf

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>“District”) pursuant to the Mello-Roos Community Facilities Act of 1982, commencing with Section 53311 of the Government Code of the State of California (the “Act”). The types of facilities and services provided and financed by the District include maintenance of landscaped areas, parkways, medians and public right-of-ways, including, but not limited to, street trees, fencing, irrigation systems, sidewalks, drainage systems, graffiti removal, replacement, furnishing of water, electric current or energy, gas, streetlights, traffic signals and appurtenant facilities, including, but not limited to furnishing of electric current, materials, contracted services, and the necessary maintenance, replacement, and repair required to keep the improvements in operational and satisfactory condition and any other services authorized under the Act.</p> <p>Upon annexation, the Project Site will be included into the City of San Jacinto’s Street Lighting District. Once the Project Site is annexed into the City and the Street Lighting District, installation and maintenance of new street lights will be provided by the City. There are no traffic signals planned for the Project.</p> <p>The developer is expected to cover all street light installation costs in addition to maintenance costs for a year. After a year, the City will start maintaining the street lights and will charge an annual assessment fee per single-family unit. Therefore, no impacts to other public facilities.</p>				
<b>XVI. RECREATION – Would the project:</b>				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
<p><b>Response:</b> <i>Source: City of San Jacinto General Plan Update Final EIR, November 2022.</i></p> <p>Upon approval of the Project, park services would continue to be provided by the Valley-Wide Recreation and Parks District..</p> <p>Upon annexation and approval of the Project, an additional 521 people, which according to the City’s adopted residents to parkland ratio, would require an additional 2.6 acres of parkland. The Project includes the construction of approximately 4.5 acres of park space within the proposed development, which would provide the necessary park amenities for the new residents. In addition, with the collection of Quimby fees required for all new construction, the City will continue to seek out opportunities to enhance parklands. Therefore, within collection of park development fees the Project will have a less than significant impact on recreational facilities.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?			X	

**Response:** *Source:*..

The Project includes the construction of 4.5-acres of park space for on-site residential use the development. The construction of the on-site parks was reviewed as part of the technical studies prepared for the Project. As discussed in the air quality and greenhouse gas portions of this Initial Study, less than significant impacts would result. Therefore, the Project will have a less than significant impact on recreational facilities.

**XVII. TRANSPORTATION – Would the project:**

a) Conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?		X		
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**Response:** *Source: Traffic Analysis for Kasbergen/Hafliger TT34271, Urban Crossroads, June 13, 2023*

A Traffic Analysis for Kasbergen/Hafliger TT 34271 was prepared by Urban Crossroads and is dated June 13, 2023. The report is available for review at the City of San Jacinto Community Development Department and results of the study are summarized herein. The Project is proposed to consist of 152 residential dwelling units (including one existing residence and the future construction of 151 single-family residences). It is anticipated that the Project would be fully developed by year 2026. Project will have two full access points along the Alessandro Avenue and one full access point along Vernon Avenue.

For the purposes of this traffic study, potential impacts to traffic and circulation have been evaluated for each of the following conditions:

- Existing (2022) Conditions
- Existing plus Ambient Growth plus Cumulative (EAC) (2024) Conditions
- Existing plus Ambient Growth plus Project Plus Cumulative (EAPC) (2024) Conditions

Based on consultation with City of San Jacinto staff, the following ten study area intersections as listed in Table 10 were selected for review

**Table 10  
Intersection Analysis Locations**

ID	Intersection	ID	Intersection
1	State St. (SR-79) / Ramona Exwy. (SR-79)	6	Alessandro Av. / Main St.
2	Alessandro Av. / Ramona Exwy.	7	Vernon Av. / Main St.
3	Vernon Av. / Ramona Exwy.	8	Alessandro Av. / St. 'A' - (Future Project Driveway)
4	Alessandro Av. / 1st St.	9	Alessandro Av. / St. 'G' - (Future Project Driveway)
5	Vernon Av. / 1st St.	10	Vernon Av. / St. 'E' - (Future Project Driveway)

The following is a summary of the analysis results for Existing (2022), EAC (2024), and EAPC (2024) conditions.

**Existing (2022) Conditions** - For Existing (2022) traffic conditions, the study area intersection of Alessandro Avenue / Ramona Expressway (#2) is currently operating at an unacceptable LOS (i.e., LOS “E” or worse) during AM and PM peak hours.

**Opening Year (2024) Conditions** - For EAC (2024) traffic conditions, the study area intersection of Vernon Avenue / Main Street (#7) is currently operating at an unacceptable LOS (i.e., LOS “F” or worse) during AM and PM peak hours. For EAPC (2024) traffic conditions, no additional study area intersections are anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) during one or more peak hours.

All study area intersections are evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology. Trips generated by the Project’s proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, 2021. (2) The Project is anticipated to generate a net total of 1,424 trip-ends per day with 106 AM peak hour trips and 140 PM peak hour trips.

**For Existing plus Ambient plus Cumulative (EAC)** traffic conditions, the intersections of Alessandro Avenue/Ramona Expressway (#2) and Vernon Avenue/Main Street (#7) are anticipated to operate at an unacceptable level of service (LOS “E” or worse). Both deficient intersections are projected to meet traffic signal warrants under EAC (2024) conditions.

**For Existing plus Ambient plus Project plus Cumulative (EAPC)** traffic conditions, the addition of Project traffic to study area intersections did not result in new deficient intersection operations. Installation of a traffic signal at the two deficient locations are anticipated to address intersection operational deficiencies. To reduce potential impacts to a less than significant level, the following mitigation measure shall be implemented:

**TRANS-1:** Prior to the issuance of grading permits, the Project Applicant shall participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program<sup>23</sup> by paying the requisite fee; and in addition, pay the Project’s fair share towards the installation of traffic signals at the intersection of #2 - Alessandro Avenue/Ramona Expressway (6.8% fair share) and #7 - Vernon Avenue/Main Street (5.2%), or as agreed to by the City and Project Applicant.

## **TEMPORARY TRAFFIC IMPACTS FROM CONSTRUCTION**

The Project will be importing approximately 14,000 cubic yards of fill dirt during the grading stage of construction. The applicant projects that this will relate to approximately 1,000 truckloads of dirt. To ensure that these truck trips do not significantly impact the roadway system, Mitigation Measure TRAN-1 **and** TRAN-2 are proposed.

## **LOCAL FUNDING MECHANISMS**

Upon annexation, the Project would be subject to the City’s Development Impact Fees. The Applicant would be required to participate in the cost of off-site improvements through payment of City Development Impact Fees based on the current fees at the time of construction.

## **SUMMARY**

Based upon the analysis above the Project as designed and conditioned will have a less than significant impact with mitigation on the performance of the circulation system, non-motorized plans, and ordinances or policies establishing measures of effectiveness for the performance of the non-motorized circulation system.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><b>TRANS-2:</b> Prior to grading permit issuance, the developer shall submit a Construction Haul Route Plan per the California Manual on Uniform Traffic Control Devices, for review and approval by the City Engineer. The plan shall include, but not be limited to, signing, truck routes, dirt hauling hours, and start/end dates.</p> <p>Implementation of the Mitigation Measure TRANS-2 would ensure potential traffic hazards related to construction activity is reduced to a less than significant level.</p>				
<p>b) Conflict or be inconsistent with CEQA Guidelines section 15064.3<sup>6</sup> or will conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion</p>		X		
<p><b>Response:</b> <i>Kasbergen/Hafliger TT3427 Vehicle Miles Traveled (VMT) Analysis, Urban Crossroads, February 23, 2022</i></p> <p>The Project is proposed to consist of 151 residential dwelling units. Project will have two full access driveways along the Alessandro Avenue and one full access driveway along Vernon Avenue. Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition, 2021. (2) The Project is anticipated to generate a net total of 1,424 trip-ends per day with 106 AM peak hour trips and 140 PM peak hour trips.</p> <p><b>PROJECT SCREENING</b></p> <p>The San Jacinto Guidelines provide details on appropriate "screening thresholds" that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed analysis. Screening thresholds are broken into three types:</p> <ul style="list-style-type: none"> <li>• Transit Priority Area (TPA) Screening</li> <li>• Low VMT Area Screening</li> <li>• Project Type Screening</li> </ul> <p>A land use project need only to meet one of the above screening thresholds to result in a less than significant impact. For the purposes of this analysis, the initial VMT screening process was conducted using the Riverside County Transportation Analysis Model (RIVTAM).</p> <p><b>TPA SCREENING</b></p> <p>Consistent with guidance identified in the Technical Advisory, projects located within a Transit Priority Area (TPA) may be presumed to have a less than significant impact. A TPA is defined as within ½ mile of: 1) an existing "major transit stop" (containing a rail transit station served by either bus services or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods) or 2) an existing stop along a "high-quality transit corridor" (a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours). The Project site is not located within ½ mile of an existing major transit stop, or along a high-quality transit</p>				

<sup>23</sup> Transportation Uniform Mitigation Fee is a component of Riverside County's Measure A program to provide funding for transportation projects throughout the region. CVAG administers the TUMF program for the Coachella Valley and applies fee revenues toward priority projects in the regional arterial system as determined by the Transportation Project Prioritization Study and Nexus Report. The TUMF, like all impact fees, is authorized through California's Mitigation Fee Act, government code §66000-66025.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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corridor. Thus, the TPA screen threshold is not met.

**LOW VMT AREA SCREENING**

The San Jacinto Guidelines also states that, “residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.” The sub-regional RIVTAM is used to measure VMT performance within individual traffic analysis zones (TAZs). An estimate of the VMT in the Project’s physical location was calculated to determine the relevant TAZ’s VMT as compared to the jurisdictional average. The WRCOG screening tool has been reviewed and the Project is not in a low VMT area. Thus, the Low VMT Area screening threshold is not met.

**PROJECT TYPE SCREENING**

The San Jacinto Guidelines allow residential projects of 53 or fewer single family housing units to be screened out. Because there are more than 53 residential units in the Project, the Project is not considered small enough to not warrant assessment. Therefore, the Project would not be eligible to screen out based on project type screening. Thus, the Project Type screening threshold is not met.

Since none of the project level screening criteria were met, a project-level VMT analysis was prepared.

**PROJECT VMT ASSESSMENT**

The VMT projections are based upon the RIVCOM version 3.0 which became available in 2021. RIVCOM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. The San Jacinto Guidelines identify RIVCOM as the appropriate tool for conducting VMT analysis for land use projects in San Jacinto.

**CITYWIDE BASELINE RESIDENTIAL VMT CALCULATION**

In order to provide an appropriate baseline for VMT comparison, the RIVCOM VMT was extracted for the City of San Jacinto. Table 11 shows the total population and VMT data for the City of San Jacinto for 2018 and 2045 conditions. VMT data for 2022 conditions has been interpolated to provide a baseline for the Project comparisons. The Citywide Baseline daily Residential Home Based VMT per Capita based on RIVCOM is 14.12 VMT/Capita, which is less than the RIVTAM VMT/Capita.

**Table 11  
Citywide Home-Based VMT**

<b>Category</b>	<b>2018</b>	<b>2045</b>	<b>2022 (Interpolated)</b>
Population	46,149	70,941	49,822
VMT	639,424	1,070,626	703,306
VMT/Capita	13.86	15.09	14.12

Project VMT has been calculated using the most current version of RIVCOM. Adjustments in socioeconomic data (SED) (i.e., employment) have been made to within the RIVCOM model to reflect the Project’s proposed residential land use and population. Table 12 summarizes the household / population estimates for the Project. The population estimates provided in the VMT Assessment have been developed from household land use to population factors from the City Guidelines.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 12  
Household Population Estimates**

Socio-Economic Variable	Estimated Quantity
Single Family Households	152 households
Population	560 residents

Adjustments to household and population data for the Project TAZ were made to the RIVCOM base year model (2018) and the cumulative year model (2045). Each model was then run with the updated SED factors included for the Project TAZ.

**PROJECT RESIDENTIAL VMT CALCULATION**

Consistent with recommendations contained in the San Jacinto Guidelines, the residential calculation of VMT is based upon the home-based project-generated VMT per population and also upon the project effect on VMT. The home-based VMT associated with the Project was used for both baseline and cumulative conditions. VMT estimates are provided for both the base year model (2018) and cumulative year model (2045), and linear interpolation was used to determine the Project’s home-based baseline (2022) VMT.

**Table 13  
Baseline and Cumulative Project Residential Home-Based VMT**

Category	Project 2018	Project 2045	Project 2022 (Interpolated)
Residents	560	560	560
VMT	7,673	10,155	8,041
VMT/Resident	13.70	18.13	14.36

For baseline (2022) conditions, the Project generates 8,041 Home-Based VMT. There would be an estimated 560 Project residents. The result is approximately 14.36 home-based VMT / Capita for the 2022 Baseline with Project conditions.

The Project effect on VMT is based upon the Citywide home-based VMT estimates, which have been developed from the “Without Project” and “With Project” RIVCOM model runs. Once total home-based VMT for the area is calculated, total area VMT is then normalized by dividing by the population as shown on Table 14.

**Table 14  
Project-Related Effect on Citywide Home-Based VMT**

Category	2018	2045	2022 (Interpolated)
Without Project Population	46,149	70,941	49,822
Without Project VMT	639,424	1,070,626	703,306
Without Project VMT/Capita	13.86	15.09	14.12
With Project Population	43,709	70,941	50,299
With Project VMT	646,063	1,071,033	709,022
With Project VMT/Capita	13.83	15.10	14.10

The estimates of baseline residential home-based Project VMT / Capita are compared to the City of San Jacinto VMT of 14.12 home-based VMT / Capita. The Project home-based VMT / Capita of 14.36 is greater than the

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
City VMT / Capita threshold based on RIVCOM procedures.				
<b>PROJECT DESIGN FEATURES FOR VMT REDUCTION</b>				
<p>Transportation demand management (TDM) strategies have been evaluated for the purpose of reducing VMT impacts determined to be potentially significant. Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010) provides information on individual measures for potential reduction in VMT. Of the 50 transportation measures presented by CAPCOA, approximately 41 are applicable at a building and site level. The remaining 9 measures are functions of, or depend on, site location and/or actions by local and regional agencies or funders.</p> <p>On page 58 of the CAPCOA 2010 document, ten percent is referenced as the maximum reduction when combining multiple mitigation strategies for the <i>suburban</i> place type (characterized by dispersed, low density, single-use, automobile dependent land use patterns) and requires a project to contain a diverse land use mix, workforce housing, and project-specific transit. The maximum percent reductions were derived from a limited comparison of aggregate citywide VMT performance rather than based on data comparing the actual performance of VMT reduction strategies in the place type.</p> <p>Even under the most favorable circumstances, projects located within a suburban context, such as the Proposed Project, can realize a maximum 10 percent reduction in VMT through implementation of feasible TDM measures. To ensure the project reduces VMT, the following mitigation measures shall be made conditions of project approval:</p> <p><b>TRANS-3: The Project Proponent shall ensure that design elements that enhance walkability and connectivity are included as part of the Project design. In addition to sidewalks on all interior streets, the Project shall include sidewalks adjacent to the development on Vernon Street and Alessandro Avenue. A sidewalk shall also be proposed along the existing residential parcel on the southwest corner of the Project.</b></p> <p><b>TRANS-4: The Project Proponent shall construct, two 10-foot shared-use path paseos shall be constructed to connect Street “D” with Alessandro Avenue and connect Street “J” with Vernon Street. The path paseos shall be verified by Planning Staff at the time of final inspection and prior to occupancy.</b></p> <p>With implementation of Mitigation Measures TRANS 3 and TRANS-4, the Project would provide non-motorized access connections and opportunities for residents to have more direct walk /bike access to adjacent collector streets as well as the regional trail/off-road Class I Bikeway parallel to Ramona Expressway. The implementation of these measures would reduce impacts to less than significant and would provide for a potential reduction in Project residential VMT of two percent, resulting in 14.07, which is less than the City of San Jacinto VMT threshold. In summary, VMT for the Project based upon City of San Jacinto guidelines and accounting for the enhanced pedestrian design features, indicates that the Project VMT would be lower than the threshold.</p>				
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
<b>Response:</b> <i>Traffic Analysis for Kasbergen/Hafliger TT3427, Urban Crossroads, February 23, 2022</i>				
As designed the Project does not have geometric design features that are dangerous. The Project has been reviewed for both on-site and off-site safety hazards by City Engineering and Fire. The Project will have less than significant impact as it will not create or increase hazards on the circulation system.				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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d) Result in inadequate emergency access?			X	
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**Response:**

The Project has been reviewed for both on-site and off-site safety hazards by Engineering and Fire to ensure adequate emergency access is provided and was found to be compliant with City standards. The Project will have less than significant impact as it will not create or increase hazards on the circulation system.

**XVIII. TRIBAL CULTURAL RESOURCES – Would the project:**

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

i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or			X	
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ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.			X	
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**Response:**

California Assembly Bill 52 (AB52) was approved by Governor Brown on September 25, 2014. AB52 specifies that CEQA projects with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource may have a significant effect on the environment. As such, the bill requires lead agency consultation with California Native American tribes traditionally and culturally affiliated with the geographic area of a proposed project, if the tribe requested to the lead agency, in writing, to be informed of proposed projects in that geographic area. The legislation further requires that the tribe-requested consultation be completed prior to determining whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

On February 15, 2023 following determination of a complete Project Application, the City of San Jacinto contacted representatives of the following tribes: Agua Caliente, Rincon and Soboba Band of Luiseño Indians. All tribes declined consultation with the exception of Soboba whom requested consultation on February 27, 2023. Consultation concluded on March 16, 2023 with the Tribe accepting the City’s standard conditions of approval (as presented below) for the project:

Tribal Cultural Resources  
 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

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to the Planning Division once it has been executed.

Discovery of Human Remains

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 State 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 State 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.

No other conditions or mitigations were determined to be required. With implementation of the above conditions of approval, impacts to tribal cultural resources would be less than significant.

**XIX. 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	
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**Response:**

Water

Upon Annexation, the Project would be served by City of San Jacinto Water Department through an Interagency Permit Agreement with EMWD. The Project would connect to an existing 12-inch water line in Vernon Street. The waterline will be a looping waterline..

Wastewater Treatment

Upon Annexation, EMWD will provide wastewater treatment for the Proposed Project. A will-serve letter was issued for the Project in May 2022..

Storm Water Drainage

A series of detention basins are planned for the Project Site, including two basins in Lot A located at the northeast and northwest corners of the Project Site, a basin in the dual-use playfield area located within Lot E (park/basin combo), a basin in Lot F that was designed for City offsite water drainage and flood control. Lot 'F' will be dedicated to the City /CFD-2020-1 Maintenance District and includes offsite grading and drainage easements on a portion of an adjacent EMWD parcel (APN 433-070-031) and a portion of a Riverside County owned parcel (APN 433-060-024) that would form a combined Storm Drain/ Percolation/Infiltration Basin to provide surplus detention quantities and flooding protection of Ramona Expressway and the adjacent 175 acres of undeveloped land south to Main Street. Drainage from basins in Lot A and Lot E would be carried westerly and returned at approximately no net increase through the 8-

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>inch curb-face outfalls located on the south side of Ramona Expressway and the northeast 6-inch curb-face of Alessandro Avenue.</p>				
<p><u>Electric Power</u></p>				
<p>Electric power would be provided to the Project Site by SCE. The Project will connect to an existing distribution line located within Alessandro Avenue. SCE has committed to providing service to the planned uses of the General Plan and its Sphere of Influence. The Project will not require or result in the relocation or construction of new or expanded electric power which could cause significant environmental effects.</p>				
<p><u>Natural Gas</u></p>				
<p>Natural gas would be provided to the Project Site by SCG. The Project will connect to an existing distribution line in Alessandro Avenue. SCG has committed to providing service to the planned uses of the General Plan 2040, and the City's Sphere of Influence. The Project will not require or result in the relocation or construction of new or expanded natural gas facilities power which could cause significant environmental effects.</p>				
<p><u>Telephone and Cable</u></p>				
<p>The Proposed Project would be serviced by Verizon telephone for landline requirements and Frontier Cable for cable service. The Proposed Project is not anticipated to require the expansion or construction of new communications systems facilities. Furthermore, the telecommunication lines would be joint trenched with the electricity and natural gas lines.</p>				
<p>The Proposed Project is not anticipated to require or result in the relocation or construction of new or the extensive expansion of water, wastewater treatment or storm water drainage, electrical power, natural gas, or telecommunications facilities that could cause significant environmental effects. adverse impacts are identified or are anticipated, and no mitigation measures are required.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			X	
<p><b>Response:</b> <i>TTM 34271 Plan of Services, 2025.</i></p> <p>Upon Annexation, the Project would be served by City of San Jacinto Water Department through an Interagency Permit Agreement with EMWD. An appropriate will serve letter would be provided to Planning Staff as a condition of project approval..</p> <p>A well near the intersection of Main Street and Ramona Expressway began operating during the summer of 2005. Additionally, a new well is being drilled at Grand Avenue and is estimated to be in service by 2025. The City's Urban Water Management Plan states that it has adequate water service projected through 2045. In the event of emergencies, additional water supply is available to be purchased from EMWD for domestic water service. The estimated water use for the Project is 63,420 gallons per day (gpd) at 420 gpd per unit (71 acre-feet per year), and irrigation of Lettered Lots at 15,411 gpd.<sup>24</sup></p>				
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
<p><b>Response:</b> <i>TTM 34271 Plan of Services, November 2022.</i></p> <p>EMWD will provide wastewater treatment for the proposed 151 new single-family residential development; the existing single family home would remain on septic). The proposed development would connect to existing sewer lines for wastewater and would be treated at the Hemet/San Jacinto Regional Water Reclamation Facility. The 255-acre facility is located at 770 North Sanderson Avenue in the western portion of the City of San Jacinto. The plant performs primary, secondary, and tertiary treatment of wastewater, The facility's current capacity is 14 million gallons per day (mgd), and the ultimate planned expansion capacity is 27 mgd.</p> <p>The proposed 151 lot subdivision would result in water demand of 63,420 gpd (420 gpd times 151 dwelling units), and irrigation requirements for the lettered lots at 15,411 gpd.</p> <p>The Proposed Project is anticipated to generate 30,804 gallons of wastewater per day<sup>25</sup> or approximately 0.2 percent of the WWTP's capacity. The wastewater generated would not exceed the WWTP's daily capacity. The Proposed Project would generate wastewater that can be discharged to a municipal system with sufficient capacity.</p> <p>The Proposed Project would be reviewed by the City and the applicable wastewater providers to determine that sufficient sewer capacity exists to serve the additional population that would be generated by the Proposed Project. The City would continue to coordinate with the wastewater service providers to ensure that new development would not exceed the capacity of wastewater conveyance and treatment facilities, and that new development would pay development fees to increase capacity of those facilities. adverse impacts are identified or anticipated, and no mitigation measures are required.</p>				

<sup>24</sup> Meets State Conservation Guidelines for Landscape facilities.

<sup>25</sup> Black & Veatch Wastewater Collection System Master Plan. Prepared for the East Valley Water District. Land Use Sewer Generation Study Results. October 18, 2013. (204 gallons per day per unit)

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	
<p><b>Response:</b></p> <p>Upon approval of the Project, CR&amp;R Waste and Recycling Services would transport solid waste to the Lamb Canyon landfill. The Project Site is located approximately nine miles south of the Lamb Canyon Landfill at 16411 Lamb Canyon Road, Beaumont, California. The landfill is owned and operated by Riverside County Department of Waste Resources. The landfill property area consists of approximately 703.4 acres, The landfill has a permitted capacity of 5,000 tons per day and has an estimated disposal capacity of 39,681,513 cubic yards.<sup>26</sup> The Proposed Project includes 98 residential lots. According to CalRecycle’s estimated solid waste generation rates for single-family residences, the Proposed Project would generate approximately 1,510 pounds of solid waste per day, or approximately 0.75 tons per day, based on 10 pounds per unit per day.<sup>27</sup> The proposed waste generation represents 0.015 percent of the landfill’s maximum daily tonnage. Therefore, the Proposed Project solid waste generation contribution to these landfills would be nominal and would not exceed the daily permitted capacities of these facilities. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.</p> <p>The Proposed Project will generate construction/demolition waste (CDW) as well as ongoing domestic waste. Solid waste generated by the residential development would likely be disposed of at the Lamb Canyon Landfill. It is presumed that construction waste would be comprised of concrete, metals, wood, landscape, and typical domestic material. CDW associated with the Proposed Project will be recycled to the extent practicable with the remainder sent to a landfill. The construction debris would be processed and recycled or sent to the landfill. Pursuant to Chapter 8.34 – Construction Demolition Waste Management of the Municipal Code 50 percent of the construction debris must be diverted.</p> <p>With the implementation of the City’s and CR&amp;R’s recycling programs the City continues to divert waste from the landfill. As well, compliance with Municipal Code Chapter 8.34 – Construction and Demolition Waste Management will further divert waste to the landfill. Therefore, landfill capacity is available to accommodate this Project and the Project will have a less than significant impact.</p>				
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			X	
<p><b>Response:</b></p> <p>Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to assure adequate landfill capacity through mandatory reductions in solid waste quantities (for example, through recycling and composting of green waste) and the safe and efficient transportation of solid waste. The Project will comply with all regulatory requirements regarding solid waste including AB 939 and AB 341. AB 939, which is administered by the California Department of Resources Recycling and Recovery required local governments to achieve a landfill diversion rate of at least 50 percent by January 1, 2000, through source reduction, recycling, and composting activities. Moreover, AB 341 increases the minimum solid waste diversion rate to 75 percent by 2020. Such regulations will apply to this Project and compliance is mandatory. Further, mandates set forth by the CALGreen Code aim to reduce solid waste</p>				

<sup>26</sup> <https://secure.calrecycle.ca.gov/SWISDocument/Document/Details/387999> Accessed December 15, 2022.

<sup>27</sup> CalRecycle. Estimated Solid Waste Generation Rates. Accessed December 15, 2022.

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
generation and promote recycling and diversion design and activities, to which this Project is required to comply. There will be less than significant impacts, regarding compliance with federal, State, and local statutes and regulations related to solid waste.				
<b>XX. WILDFIRE</b> – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, <b>would the project:</b>				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?			X	
<p><b>Response:</b></p> <p>The City’s Emergency Operation Plan describes the City’s process for responding to emergencies or disasters. In addition, the City, along with most other jurisdictions in Riverside County, joined with the County of Riverside to submit a Multi-Jurisdictional LHMP program for providing a framework for emergency response. As previously discussed, the proposed development would not alter the existing circulation pattern in the Project area. Emergency access and evacuation routes will be unaffected by the proposed Project.</p> <p>Construction activities may temporarily restrict vehicular traffic. However, even temporary changes to the existing roadway network require the approval of the City and notification to all emergency responders. The Project provides adequate access for emergency vehicles, including adequate street widths and vertical clearance. Implementation of federal, State, and local laws and regulations in the construction of this Project would result in less than significant impacts to adopted emergency response or evacuation plans.</p>				
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
<p><b>Response:</b> <i>City of San Jacinto General Plan 2040, November 2022</i></p> <p>Due to climate, vegetation, and topography, the City is subject to both wildland and urban fires. The natural vegetation of the largely undeveloped hillsides located in both the westernmost and easternmost portions of the City are highly prone to wildland fires. The Public Safety Element addresses both wildland and urban fire risk reduction and prevention, as well as mitigation efforts. The City does not have its own Local Hazard Mitigation Plan (LHMP), but adopted Resolution 3738 on September 18, 2018 approving the City of San Jacinto Local Hazard Mitigation Plan Annex from the Riverside County Operational Area Jurisdictional LHMP, therefore allowing the City to utilize the County LHMP, which addresses the topic of wildfires.</p> <p>The Project Site is not located within a Fire Hazard Severity Zone<sup>28</sup>. In addition, the Project Site is relatively flat. Therefore, the Project will not exacerbate wildfire risks and would result in no impact from the exposure of pollutant concentration from a wildfire or the uncontrolled spread of a wildfire.</p>				

<sup>28</sup> [https://drive.google.com/file/d/12Vj9c-gjvsgypdwprdq\\_9OCvlt8OckSM/view](https://drive.google.com/file/d/12Vj9c-gjvsgypdwprdq_9OCvlt8OckSM/view). Accessed December 16, 2022.

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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
<p><b>Response:</b> <i>City of San Jacinto General Plan 2040, November 2022</i></p> <p>Proposed off-site and on-site improvements include installation of curb, gutter, and sidewalk. The Proposed Project will connect to existing utilities and service system infrastructure with the exception of water and sewer line extensions that will be needed. These would occur within public rights-of-way and not within areas prone to wildfires. The Project will not require the installation or maintenance of associated infrastructure that would exacerbate fire risk, or that may result in temporary or ongoing impacts to the environment and as such will have a no impact.</p>				
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
<p><b>Response:</b></p> <p>As previously discussed, the Project Site is not located within a Fire Hazard Severity Zone and is relatively flat. Therefore, the potential for landslides as a result of runoff from post-fire slope instability does not exist at the site. Therefore, no impacts are expected and the Project would not expose people or structures to significant risk, from flooding, or landslides as a result of post-wildfire.</p>				
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE -</b>				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
<p><u>Biological Resources</u></p> <p>In Section IV (Biological Resources), it is noted that the MSHCP has identified burrowing owl as a species of concern. There was no sign of burrowing owl or burrowing owl use on the site. Depending upon the timing of the proposed construction, the burrowing owl could move on site. Also, impacts on active bird nests could also occur. Therefore, Mitigation are proposed to require a pre-construction survey for the burrowing owl and requiring grading/construction to occur outside of the nesting season for birds. No other biological impacts are expected. Therefore, it was determined that the Project would have a less than significant impact with mitigation on any species identified as a candidate, sensitive, or special status species in local or regional plans, or policies.</p>				

ISSUES & SUPPORTING INFORMATION SOURCES:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<u>Cultural and Tribal Resources</u>				
<p>The cultural resources survey for the Project Site was negative for the presence of CRHR-eligible archaeological sites. Additional research revealed that a previous study (Sanka 2006) evaluated Site RIV-7967, identified within the Project Site, as not eligible for listing on the CRHR. The findings of the current study are consistent with the 2006 Sanka study. The Project Site was developed in the mid-twentieth century, and the dairy features were abandoned and impacted by grading sometime after the year 2000. Given the current condition of Site RIV-7967 and the lack of additional resources within the Project Site, the proposed development would not have any impact to any known CRHR-eligible resources. Based upon the results of the research and survey of the Project Site, no cultural resources will be affected by development. Furthermore, based upon the prior development and subsequent clearing of the Project Site, there is little to no potential for archaeological deposits on-site. No significant impacts are identified or anticipated, and no additional mitigation measures are required.</p>				
<p>b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.)</p>			X	
<p>Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:</p> <p>(a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.</p> <p>(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.</p> <p>The potential cumulative environmental effects of the Proposed Project would fall within the impacts identified in the County’s General Plan Update EIR. This includes cumulative air quality/GHG, noise, traffic, water and cultural impacts. No cumulative impact greater than that identified in the General Plan EIR would result from construction of the Proposed Project.</p> <p>The Proposed Project will permanently increase the ambient noise levels in the project vicinity above levels existing without the project. However, the Proposed Project meets all applicable Noise element policies and is anticipated to have a less than significant noise impact. The Proposed Project occurs within the Highway 79 Policy Area and would provide adequate circulation to and within the Project Site and is therefore consistent with and meets all other applicable polices within the Circulation Element of the General Plan. Potential impacts to traffic with implementation of the Proposed Project would be mitigated to a less than significant level with adherence to Mitigation Measure TRAN-1 through TRAN-6 as provided in this Initial</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>Study. Construction of the Project would be required to adhere to standards provided by the National Institute for Occupational Safety and Health. Potential impacts from traffic noise along Ramona Expressway would be reduced to a less than significant level with implementation of Mitigation Measure NOI-1 provided in this Initial Study.</p> <p>CEQA guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area be included as part of a cumulative analysis scenario. A cumulative project list was developed through consultation with planning and engineering staff from the City of San Jacinto. The traffic generated by individual cumulative projects was manually added to the Opening Year Cumulative forecasts to ensure that traffic generated by the listed cumulative development projects are reflected as part of the background traffic.</p> <p>An existing transportation deficiency occurs at the intersection of Alessandro Avenue / Ramona Expressway. With the addition of cumulative traffic, the intersection of Vernon Avenue / Main Street is also anticipated to operate at an unacceptable LOS (LOS “E” or worse). Installation of traffic signals at both deficient locations are projected to address intersection operational deficiencies. The intersection operations analysis worksheets for EAC (2024) traffic condition are provided in Appendix 5.1 of the TA.</p> <p>The TA reviewed the cumulative future peak hour traffic queues to the storage distances provided at the intersections of Alessandro Avenue / Ramona Expressway (#2) and Vernon Avenue / Ramona Expressway (#3). As discussed in the TA, the existing northbound left turn pocket at Alessandro Avenue / Ramona Expressway (#2) is recommended to provide a minimum of 100 ft. to adequately accommodate EAPC (2024) traffic conditions. Providing a cross-street stop controls and shared left/right outbound lanes provides acceptable peak hour service levels at the three Project access point locations (#8 – Alessandro Avenue / Street ‘A’, #9 – Alessandro Avenue / Street ‘G’, and #10 – Vernon Avenue / Street ‘E’).</p> <p><u>Air Quality</u> Development of the Proposed Project will be conditioned to comply with current SCAQMD rules and regulations to minimize impacts to air quality as discussed. Although approval of the Project does require a pre-zone. No General Plan Amendment is proposed as the Project is consistent with the City General Plan (i.e., proposing residential). The 0.37-acre portion of the Project Site occurring on the north side of Ramona Expressway would be changed to PI to allow for necessary drainage improvements. Therefore, cumulative impacts are anticipated to be less than significant.</p> <p><u>Greenhouse Gas</u> Greenhouse gas (GHG) emissions are cumulative in nature, in that, no one single project can measurably contribute to climate change and its affects (global average change in temperature, rising sea levels etc.). The direct or indirect GHG impacts are therefore not evaluated on a local level, but whether or not the GHG emissions resulting from the project are cumulative; that is, they add considerably to an increase in GHGs as compared to the existing environmental setting based on: 1) an established significance threshold(s); or 2) the extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions.</p> <p>The Project's emissions meet the threshold for compliance with Executive Order S-3-05. In addition, the Project's emissions also comply with the goals of AB 32. Also, as the Project meets the current interim emissions targets/thresholds established by SCAQMD, the Project would also be on track to meet the reduction target of 40 percent below 1990 levels by 2030 mandated by SB-32. Furthermore, all the post-2020 reductions in GHG emissions are addressed via regulatory requirements at the State level, and the Project will be required to comply with these regulations as they come into effect. Therefore, with the incorporation of mitigation measures identified in this document, the Proposed Project would result in individually limited, but not cumulatively considerable, impacts.</p>				

<b>ISSUES &amp; SUPPORTING INFORMATION SOURCES:</b>	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			X	
<p>Effects on human beings were evaluated as part of the Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality Land Use/Planning, Population and Housing, Public Services, Recreation, Utilities and Service Systems and Wildfire sections of this Initial Study and were found to be less than significant for each of the above sections. As well, effects on human beings were evaluated as part of the Geology and Soils, Noise, Transportation, and sections of this Initial Study and were found to be less than significant with mitigation. Based on the analysis and conclusions in this Initial Study, the Project will not cause substantial adverse effects, directly or indirectly to human beings. Therefore, potential direct and indirect impacts on human beings that result from the proposed Project are less than significant with Mitigation Measures NOI-1, and TRANS-1 and TRANS-2. No additionally mitigation measures are warranted.</p>				